



CITY OF FALLS CHURCH

DATE: March 24, 2009

TO: Chair Lawrence and Members of the Planning Commission

FROM: Wendy Block Sanford, Principal Planner

SUBJECT: **SITE PLAN 20090057 - 6607 Wilson Boulevard, BJ's Wholesale Club**

BACKGROUND

The JBG Companies have submitted site plan and subdivision applications for property located at 6607 Wilson Boulevard. The total site is 8.60 acres or 374,499 square feet, and contains three lots with the same RPC number: 53-218-002. The site plan parcels are zoned M-1 Light Industrial and are designated as "Business" on the adopted Future Land Use Map. The M-1 Zoning District permits B-3 (General Business) uses by-right.

The applicant seeks to consolidate the three lots and construct a new, by-right commercial development of a BJ's Wholesale Club on the property. The development would contain 89,016 square feet of space, which includes the retail store and a tire center. There is also a propane tank refilling station located in the parking lot. The site includes 363 parking spaces in a ground level, surface parking lot in front of the building.

TIMING

Routine.

PROCESS

The applicant first submitted the site plan in February, 2009. This is the applicant's second submission of the site plan and subdivision, which have been revised based on staff comments. See Attachments 1 and 2 for the site plan and subdivision. See Attachment 3 for staff's comments on the initial site plan and the applicant's responses. This is the applicant's first worksession with the Planning Commission for the site plan and subdivision.

The applicant is seeking preliminary and final approval of the site plan and subdivision from the Planning Commission. Staff supports this project, although there are a number of technical revisions that must be made on the site plan prior to a staff recommendation of approval and the scheduled public hearing.

COMPREHENSIVE PLAN COMPATIBILITY

Overall, the project reflects compliance with the Comprehensive Plan. The Comprehensive Plan's Future Land Use Map identifies the future land use designation for this property as "Business". As envisioned by the Comprehensive Plan, this project will be commercial in

character and will contain a single retail use at a greater density than the current development. The Comprehensive Plan also calls for parcel consolidation in order to enable larger scale commercial redevelopment, which this project is achieving.

This site is located within one of the Planning Opportunities Areas cited in Chapter 4, Land Use and Economic Development. This site is listed as a potential redevelopment opportunity within the Southeastern End/Seven Corners Area. It was previously designated as "Light Industrial" on the Future Land Use Map, but was re-designated in the 1997 Comprehensive Plan as "Business" to facilitate the possibility for a more retail-oriented project.

DESIGN GUIDELINES REVIEW

The City's Comprehensive Plan explains that redevelopment in the Southeastern End/Seven Corners Area should apply the following land use and design principles to any site design. Excerpts from the design principles are listed along an explanation of how the site meets/does not meet the goal.

- **Encourage development that will promote a positive image of the City as part of a gateway.** This project brings a new, large, retail development to the City. The site will be completely redeveloped and will incorporate a new streetscape – including the City's gateway signage – that will improve pedestrian accessibility and the overall aesthetic of the site.
- **Increase pedestrian connections to adjacent areas.** As stated above, the site will feature a 14-foot streetscape that will improve pedestrian connectivity from adjacent sites.
- **Transform large areas of surface parking to at a minimum have them attractively integrated with landscaping, pedestrian features, local pedestrian networks, and the use of structured parking.** The site includes a large, at grade parking lot rather than a structured parking facility. The surface parking lot does integrate landscaping, including the use of some shade trees. However, the parking lot does not include a pedestrian walkway from the streetscape to the main building entrance, which would enhance the pedestrian network within the site.
- **Minimize curb cuts using interparcel access.** The site is maintaining the two existing curb cuts. However, the applicant is providing easements on the east and west property lines for future interparcel access. These easements would be used upon the future redevelopment of the adjacent sites to allow for interparcel access. This potentially would allow the City to eliminate some of the curb cuts on adjacent sites.
- **Ensure compatibility with development on adjacent parcels in Fairfax County.** On the eastern property line, the site abuts a property in Fairfax County that currently contains a Jiffy Lube. The redevelopment of this site does not change the land use for this site, and does not impact the County. Also note that staff has met with Fairfax County Supervisor Penny Gross to discuss the site plan for this site.
- **Ensure that adjacent residential areas are effectively screened and buffered.** This site abuts residential properties in both the City of Falls Church and Arlington County on the north and northeastern property lines. The applicant is providing a 30-foot wide buffer in the rear and a 20-foot wide buffer on the east side of the property. The rear buffer exceeds the Code requirement and will provide an effective visual screen between the residential

properties and the redeveloped site. Arlington County has also commented on this and is supportive of the proposed landscaping plans in this area.

- **Utilize architectural goals including a specific and consistent theme for building materials, window types, roof overhangs, roof pitch, and other specifics.** This site has been designed using one of the BJ's prototypes for their buildings. The architecture was reviewed by the City's Architectural Advisory Board (AAB) on February 4, 2009, when the applicant met with the Board and received preliminary comments. Overall, the Board was pleased with the applicant's proposed architecture. They will have a formal hearing with the Board on Wednesday, April 1, 2009.

SITE PLAN REVIEW

The following section is a list of the additional site plan corrections that must be resolved prior to site plan approval.

Planning

1. In an effort to keep the parking lot clean, staff requests that the applicant place trash receptacles near the cart corrals in the parking lot. It is acknowledged that trash receptacles are located at the main entrance. However, additional receptacles are necessary in the parking lot.
2. The applicant has not adequately addressed the previous comment regarding impervious surfaces on the site. The applicant has been requested to consider additional measures to capture rainwater on the site. Also see Engineer's comments on impervious surface calculations.
3. As noted in the Design Guidelines review above, the applicant should include a pedestrian walkway through the parking lot to connect the streetscape with the main building entrance.
4. Provide cross section, elevations, and proposed materials for retaining walls, fences, and railings.

Zoning Administrator

1. The plan appears to comply with previous items raised.
2. Contact Zoning for final approval of monument sign.

Engineering

1. As discussed in the field with the Developer, Site Engineer, Traffic Engineer and City Staff, SE entrance should be moved ten feet westerly to increase the separation from the Jiffy Lube entrance and to accommodate an increased turning radius. Other associated site changes (e.g., buffers and interior parking landscaping) must be modified. Moreover, the City awaits documentation justifying the access choices proposed by this site plan over other alternatives as discussed in the field.
2. Replace existing lights to two Dayform Decorative Colonial Lights as specified in the Dominion light Standard as Type2, HPS, 10-14 feet in height, 100 nominal wattage, and average lumens of 8000. Lights should be spaced between existing light and entrances with the easternmost associated with the bus stop. Dominion Power should be the ultimate owner of these lights with a City account to fund the electricity and maintenance.

3. Response to staff's previous comments with regard to photometric plan (Sheet PH-1) is incomplete and does not comply with the City's Zoning Ordinance, Section 23-5, since spillage of light exceeds 0.1 foot candles and measured 7 feet beyond the property line. The height of selected light poles, in the parking lot (SSS254G), should reduce from 25' to protect neighbors from light pollution. Please note that City staff assumes that the exterior wall mounted lights have been included in the photometric plan provided.
4. On the MOT plan show how bus services will be available to citizens during construction or provide an alternative solution.
5. On the MOT plan show sidewalk closing signs and bypass route for pedestrians.
6. Provided detail for trash/recycling bin by Hauser on sheet L8 is not acceptable. Trash cans shall be separated and distinguished from recycling with proper labeling, etc. A user should be able to identify the trash receptacle from the recycling bin both while approaching (label on the side) and looking down while standing beside the can. Provide a separate detail for each. The opening of 4"X12' is not adequate for either.
7. Provide a storm sewer easement, granted to City of Falls Church, for future maintenance of existing structure SD 11917. The easement shall be extended 10 feet from edges of structure and from property line to proposed emergency access easement.
8. Submitted stormwater computations utilize similar rational coefficients ($C = 0.9$) for both gravel and asphalt portions of the existing site. This directly conflicts with City policy to allow a discount for gravel surfaces reflecting the more pervious nature of gravel. Through a recent field inspection of the gravel parking lot, Engineering staff have determined that a more appropriate C factor for gravel area shall be between 0.75 to 0.8. Revise all applicable sheets as necessary.
9. With reference to your response to CBRIT comment #6, green elements such as green roof, cistern, and/ or stepped bio-retention cells should be considered as LID measures in addition to additional landscaping.
10. As discussed verbally, provide recorded easements for future inter-parcel access with both adjacent parcels to the southwest and south east. Each ingress/egress easement must be a minimum of 23 feet from your property line to your proposed emergency easement.
11. As discussed in our field meeting, relocate storm sewer pipes (structure 41 to structure 38A) from streetscape to the dedicated portion of Wilson Boulevard.

VDOT Chapter 527 Traffic Impact Review

This site is subject to the Virginia Department of Transportation's Chapter 527 Traffic Impact Analysis (TIA) Review. The site exceeds the VDOT threshold of 250 vehicles per hour on a locally maintained street that is located within 3000 feet of a state maintained highway. Therefore, the project requires a Chapter 527 Review.

The applicant met with VDOT and City staff to scope the traffic impact analysis, and the applicant subsequently submitted the TIA to VDOT for review. VDOT reviewed the report and provided the applicant with comments. See Attachment 4 for VDOT's comments. The revised TIA was submitted to VDOT the week of March 20th. VDOT has 30 days to review the revised document suggesting that the City will not have these final resolution or revised comments until mid-April. While the Chapter 527 VDOT review is mandatory for this site, final resolution of these comments is not a prerequisite for City approval. Notwithstanding, upon City staff's

review of the TIA, the City also had comments primarily regarding safety at the southeastern entrance. As referenced in Engineering Comment 1 (see above), the City is awaiting documentation justifying the applicant's access choices. Staff is concerned about vehicular safety and access to the site given the existing conditions, which indicate that the intersection could be improved.

Public Utilities

1. In response to my previous comment 7, it was indicated that "it is currently not feasible to extend an 8" waterline from the proposed waterline to the existing waterline in Roosevelt Boulevard through existing neighboring properties". Provide information as to why it is not feasible. If documentation is provided indicating that it is currently not feasible to extend the water line then provide a 10 foot easement from the proposed water line easement to the property line for a future extension. The easement should be located such that the southern easement boundary is in-line with the imaginary extension of the southern property line of the RPC# 53-218-020 property and this line is offset 10 feet north.
2. Revise the limits of clearing and grading along Wilson Boulevard to incorporate the two connections of the proposed water line with the existing water line.
3. The sanitary sewer profiles should be revised to reflect a drop connection into Manhole A from both Manhole B and Manhole E. The sewer line from Manhole B should have a slope parallel to the proposed grade. The sewer line from Manhole E should provide 18" clearance between the proposed sewer line and the proposed 6" water line crossing.
4. Calculate the required length of restrained joint pipe required for the bends at Stations 10+86, 11+82, and 12+15 and indicate the required lengths on the profile.
5. On the southern end of the property extend both the eastern and western water line easements to the limits of the area dedicated to Public Right-of-Way.

City Arborist

Existing Tree

1. Please see attached unapproved March minutes from the Tree Commission. Attachment 5
2. Remove the note that references "that super silt fence (SSF) around the site to serve as tree protection".
3. 6' chain link fence shall be required for tree protection on this site – remove non conforming tree protection detail noting 4' welded wire as an option for tree protection.
4. An "Existing Tree Preservation Bond Agreement and Plan" shall be required prior to site plan sign off for those trees that shall be preserved throughout the development process.

New Landscaping

5. Again, clarify interior parking lot calculations. The interior parking lot landscaping calculations and illustration do not look correct. In accordance with Section 38-30 (d) Interior Parking Lot Landscaping, parking lot areas shall require 5% interior parking lot landscaping in addition to required perimeter landscaping. Post development lot coverage numbers and the interior parking lot numbers do not match. All that is impervious roadways/drive isle are to be included as the "parking lot". Include an illustration that shows the area that is being counted as the "parking lot" and the area that is being counted as the "interior parking lot landscaping".

6. Interior parking lot landscaping does not meet the intent of code and therefore does not meet the intent of the MOU (3) Include in the site plan submission by the Developer or the approved Tenant the following minimum improvements that achieve the public purposes of the City, such improvements to be constructed by the Developer or the Approved Tenant after site plan approval by the City of Falls Church Planning Commission: IV. Landscaping for buffers and interior parking lot as required by applicable City regulations as included in the Planning Commission Approval; The use of small ornamental trees in the planting islands for the interior parking lot landscaping does not meeting the intent of the code. In accordance with Sec 38-30 (d) parking lots shall be adequately constructed to support shade trees, which reduce the negative environmental impacts of impervious surface area and improve the aesthetics of parking lots. Several of the islands have BMPs (Filterra) with small ornamental crape myrtles that do not provide the function of providing shade to the parking lot to decrease the heat island effect, reduce and slow storm water run off and filter pollutants. See attached article (Home Depot – Williamsburg, VA) where Filterras were used in a parking lot islands but also included large shade trees.
7. Add large shade trees in the interior landscape islands in place of the crape myrtles. See attached article on an alternative and approved design for interior islands.
8. Replace crape myrtles with red buds in the Filterras.
9. Over plant with perennials the areas adjacent Wilson Blvd (on BJ's property) where there are just bulbs planted.
10. Add details for retaining wall along with railing information where necessary.
11. Northeast buffer adjacent to residential:
 - Remove the yellow wood trees as they are low branching/spreading and will conflict with adjacent retaining wall which is at higher grade. Replace with native shade tree.
 - Add more diversity of shrubs in this location.
 - Remove ferns.

Streetscape

12. Relocate City entrance sign to first first landscape planer and redesign with shrubs, perennials, and bulbs.
13. Trees can be located in the "site vision triangle" as long as they are pruned appropriately. Replant five (5) "Snowcloud" serviceberry trees in the streetscape along Wilson Blvd.
14. Why is there a sump pump in the City's streetscape located at the bus stop? This is a unique feature and Staff will need to discuss if this is desirable and safe.
15. Remove "Standard Streetscape Planter" on L6 – replace with attached detail.
16. A "New Landscape Bond Agreement and Plan" shall be required prior to site plan sign off.
17. A Bond Management Fee shall be required prior to site plan site off.

Chesapeake Bay Interdisciplinary Review Team

1. The applicant has chosen not to provide enhanced stormwater detention facilities suggested (rain garden, cistern, etc.) despite staff's repeated requests. The applicant is asked to continue to consider implementation of additional stormwater management.
2. A formal CBIRT review will be scheduled upon notification that the site plan is ready for review by the Planning Commission.

Police

See Attachment 6 for Police Department comments.

PUBLIC COMMENTS

Adjacent property owners will be notified of the public hearing. Staff has received comments from Arlington County Planning Staff on this site. See Attachment 3 for all comments on the first submission of the site plan from staff (City and County) and the applicant's response. Where noted in that document, the applicant has revised the site plan.

ARCHITECTURAL ADVISORY BOARD

The applicant is scheduled to meet with the AAB on Wednesday, April 1, 2009. The applicant met with the Board and received preliminary comments at the February 4, 2009 meeting. See Attachment 7 for the Board's Draft, Unapproved Meeting Minutes pertaining to the BJs site.

STAFF RECOMMENDATION

The site plan requires revisions in accordance with the above comments prior to approval. Staff recommends that the applicant resubmit the site plan and subdivision prior to a public hearing with the Planning Commission.

Attachments:

1. Site Plan 20090057, 6607 Wilson Boulevard
2. Subdivision 20090057, 6607 Wilson Boulevard
3. First Site Plan Review Comments / Responses, March 10, 2009
4. VDOT Chapter 527 Review Comments on TIA, March 6, 2009
5. Draft Unapproved Tree Commission Meeting Minutes, March 18, 2009
6. Police Department comments, March 13, 2009
7. Draft Unapproved Architectural Advisory Board Meeting Minutes (Excerpts), Feb 4, 2009

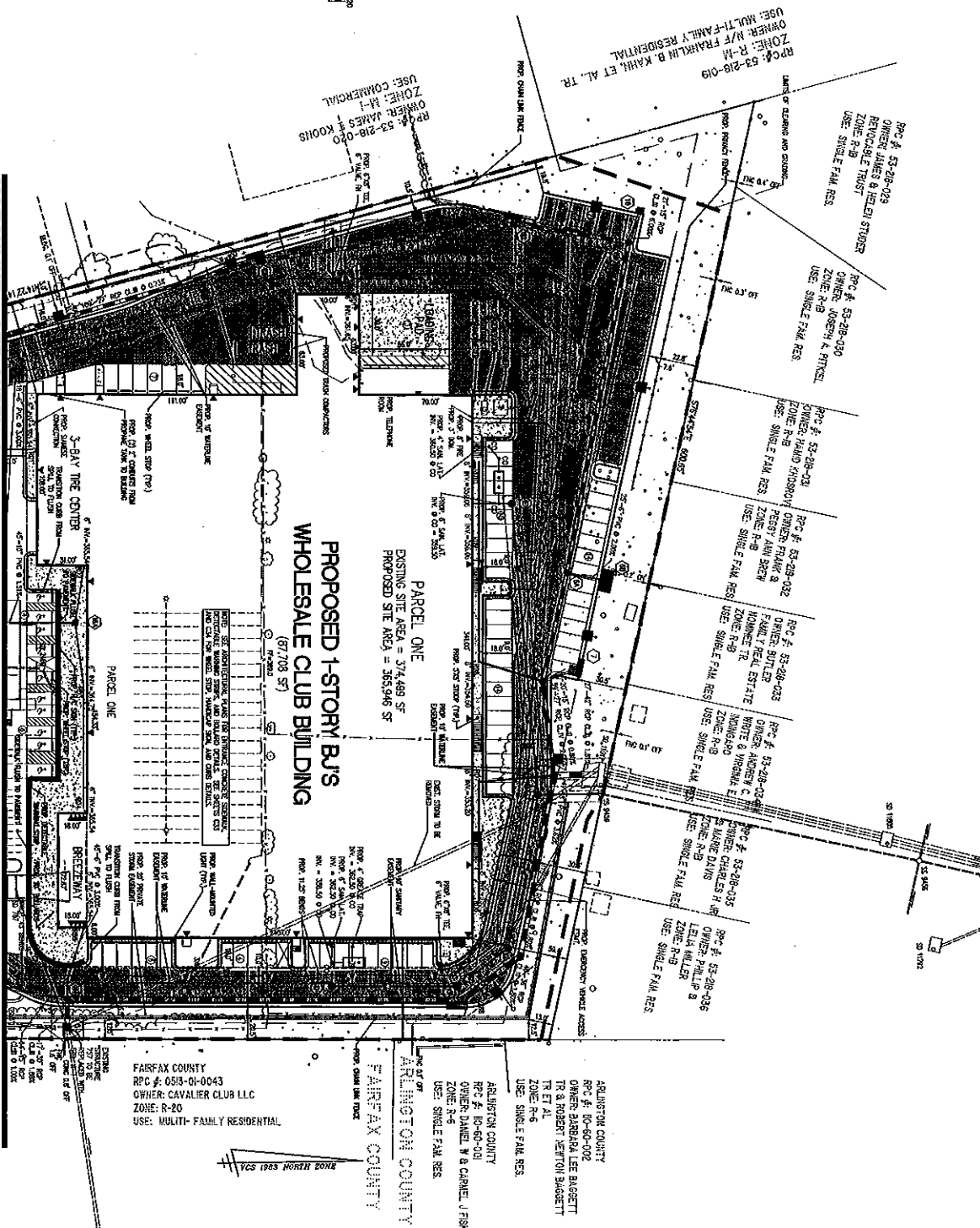
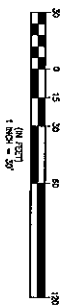


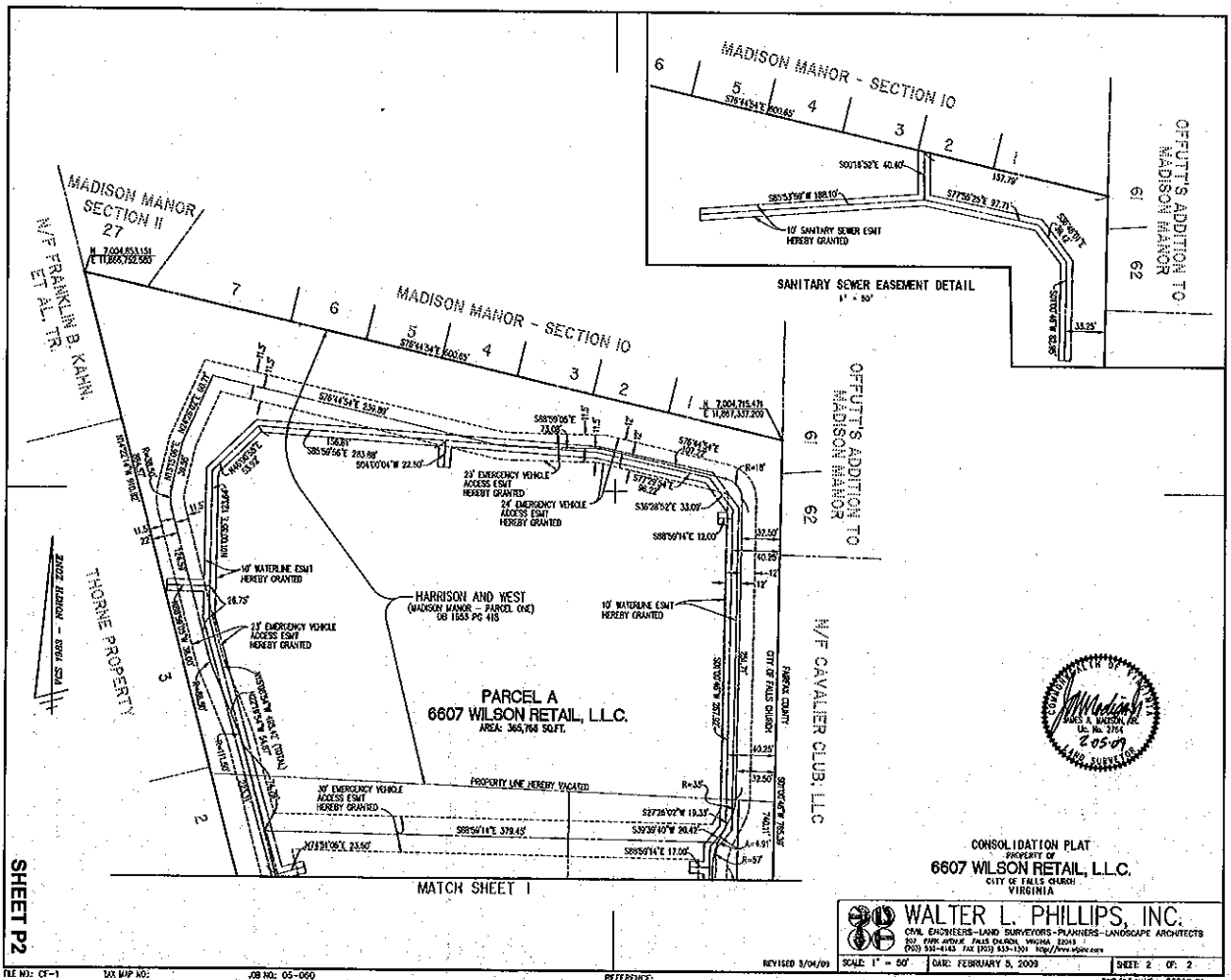
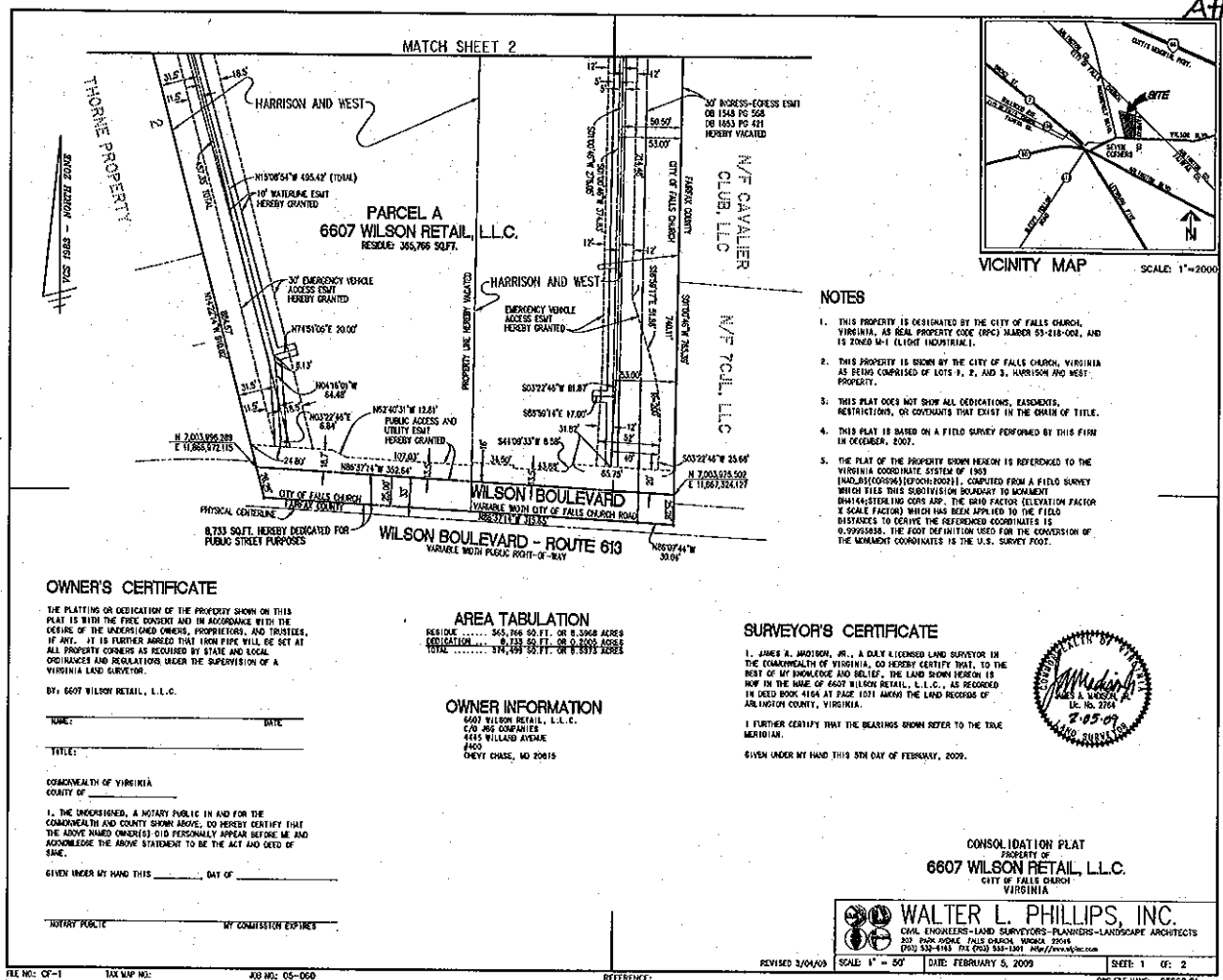
WALTER L. PHILLIPS
INCORPORATED
CIVIL ENGINEERS LAND SURVEYORS PLANNERS LANDSCAPE ARCHITECTS
207 PARK AVENUE FALLS CHURCH, VIRGINIA 22046
(703) 532-6168 FAX (703) 533-1301 WWW.WLPHINC.COM

SCALE: 1" = 50'

DATE: 2/3/09 BY: JAD/BS

DRAMS

[illegible]



WALTER L. PHILLIPS, INCORPORATED

Est. 1945

March 10, 2009

Ms. Wendy Block-Sanford
Planning Division
City of Falls Church
300 Park Avenue
Falls Church, VA 22046

Re: **6607 Wilson Boulevard, BJ's Wholesale Club**

Dear Ms. Block-Sanford:

Attached for your review is the second submission Site Plan updated to address the City's comments on the first submission. For your convenience, below are the City's comments and our responses.

PLANNING

COMMENT 1: Provide construction worker parking plan.

RESPONSE: *Construction Worker Parking Plan has been added to the Site Plan. Please see SHEET C38. Note that all construction worker parking will be on site.*

COMMENT 2: Provide building elevations to scale showing all sides of buildings and parking structures, building materials, opening details, roofing materials, dimensions, and other architectural features (also required for Architectural Advisory Board review).

RESPONSE: *Building elevations have been provided. Please see sheet EL-1.*

COMMENT 3: Show vehicle loading area for propane tank exchange.

RESPONSE: *The propane tank program is actually a "refilling" system and not a "tank exchange" program. The customers wanting to refill their propane tanks park next to the Propane Tank Refill Station in the designated parking spaces (2). An employee from the Tire Center will come out and assist in refilling the customers' tank.*



WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

2

March 10, 2008

COMMENT 4: Show vehicle queuing location for Tire Center (is this all internal?)

RESPONSE: *There is no queuing line for tire service. The customer would park their car in any parking space and then walk into the sales portion of the Tire Center. After making a purchase and when there is a tire service bay available, the car is brought into the installation bay and serviced.*

COMMENT 5: Indicate location for trash storage area.

RESPONSE: *The trash is stored in the trash compactors located onsite. One of the compactors is for trash and the other is for cardboard only.*

COMMENT 6: Correct cover sheet to reflect that site plan requires waiver (for landscaping) and additional easement for sanitary sewer line. See below for explanation from City Arborist and Public Utilities Engineer.

RESPONSE: *The cover sheet has been revised to show the sanitary sewer easement. The plan has been revised so the landscape waiver is not required. Please see SHEET C1.*

COMMENT 7: Correct cover sheet to reflect subdivision.

RESPONSE: *The cover sheet has been revised to show the proposed subdivision/consolidation. Please see SHEET C1.*

COMMENT 8: Include copy of approved MOU between City, JBG, and the EDA as a separate site plan sheet.

RESPONSE: *The MOU Section #4 portion of the Economic Development Agreement has been added. Please see SHEET C2.*

COMMENT 9: Per MOU, include gateway element in streetscape (Falls Church welcoming signage). See Arborist comment #17 for additional information.

RESPONSE: *The "Welcome to Falls Church" sign has been added to the layout and landscape plans. Please see SHEETS C8, L2. Please see SHEET L8 for the sign detail.*

COMMENT 10: Explore with WMATA the possibility of replacing the existing bus stop with a WMATA shelter in the bus stop location.

RESPONSE: *We are contacting WMATA to discuss the bus stop. At this point two benches and a trash can are proposed at the existing bus stop.*

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

3

March 10, 2008

COMMENT 11: Consider placing trash receptacles made of recycled materials near the cart in the parking lot. These will reduce stress on the Filterra systems in the parking lot.

RESPONSE: *Trash receptacles are located at main entrance/breezeway area. Therefore, none are proposed within the parking lot.*

Comprehensive Plan Analysis

COMMENT 12: The 2005 Comprehensive Plan changed the designation of this site from "Light Industry" to "Business." This change was made to facilitate the possibility for a more retail-oriented project. The proposal includes a retail use, which is in conformance with the updated Comprehensive Plan designation.

RESPONSE: *Acknowledged.*

COMMENT 13: The Plan stresses reductions in impervious surface and efficiency of land use. The use of surface parking on this site is land intensive and could be better designed to provide more pervious space on the site. To compensate for the level of imperviousness on this site, the applicant should consider additional measures to capture rainwater on the site. See CBIRT comments for additional information.

RESPONSE: *Acknowledged.*

COMMENT 14: The Comprehensive Plan discusses the need to protect the residential nature of adjoining residentially zoned properties. Impacts of noise and light on the neighborhood should be considered. The MOU instructs the construction of a wall or other such effective measure for screening and noise mitigation at the rear of the property bordering single family homes.

RESPONSE: *A 30' landscape buffer is proposed adjacent to the northern residential properties. A fence is also provided within a portion of the landscape buffer. Please see SHEETS C7, C8, and L1, L2.*

Parking Analysis

COMMENT 15: Required parking is 351 spaces per City Code (1 space per 250 square feet)

RESPONSE: *Acknowledged.*

COMMENT 16: Tabulation shows that applicant is providing 361 spaces including 10 handicapped spaces and 3 loading spaces.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

4

March 10, 2008

RESPONSE: The parking tabulation has been revised to show the number of proposed parking spaces and loading spaces. Please see SHEET C2.

COMMENT 17: Sheet C2 tabulation is not consistent with number of parking spaces shown on the site plan. Revise layout.

RESPONSE: The parking layout and tabulation have been revised and coordinated. Please see SHEETS C2 and C7, C8.

Zoning

COMMENT 1: Parking spaces and drive aisles provided appear to comply. Please indicate dimensions for parking spaces, loading zones and drive aisles.

RESPONSE: Acknowledged, additional dimensions have been provided. Please see SHEETS C7, C8.

COMMENT 2: A wall check survey will be required when the building rises above grade during construction. Preferred format is PDF on disk. Setbacks appear to comply.

RESPONSE: Acknowledged.

COMMENT 3: Building height complies.

RESPONSE: Acknowledged.

COMMENT 4: Maintain minimum vertical clearance free of obstructions of 15 feet for vehicle access to the commercial loading spaces.

RESPONSE: Acknowledged.

COMMENT 5: No vision obstructions are allowed within 25' of the vehicle exits where they intersect the public right of way. (see 38-28(c) of the code) Appears to comply, but monitor during implementation of landscaping plan.

RESPONSE: Acknowledged. The sight distance is shown on the Public Improvement Plan and the Landscape Sheet. Please see SHEETS C13, and L2.

COMMENT 6: All signs require Zoning Office approval in addition to building permits.

RESPONSE: Acknowledged.

COMMENT 7: At your earliest convenience, please provide the Zoning Office with the location and number of signs, as well as the dimensions of signs.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

5

March 10, 2008

RESPONSE: The "Welcome to Falls Church" and "BJ's Wholesale Club" signs are now shown on the landscape plan. Please see SHEET L2.

COMMENT 8: It is anticipated that a large freestanding or monument sign will be proposed near the public right of way near Wilson Blvd. Please work with the Zoning Office to ensure that sign meets code for placement in proximity to the right of way. Note that this sign cannot be placed in the streetscape.

RESPONSE: The location of the proposed pylon sign is shown on the layout and landscape plans. The final sign location and size will meet all current zoning requirements.

COMMENT 9: Signs and site plans require review by the Architectural Advisory Board. That board meets the first Wednesday of each month, with an agenda cutoff of the preceding Thursday. This project is currently scheduled for the Wednesday, April 1, 2009 AAB meeting.

RESPONSE: Acknowledged.

Public Utilities

COMMENT 1: The General Utility Notes Item 4 must be revised to indicate that the easement plat must be recorded before the construction begins.

RESPONSE: The note has been revised. Please see SHEET C3.

COMMENT 2: The General Utility Note Item 14 must be coordinated with other comments. The City will not allow new 10" water mains to be installed and is indicating the new water line to be an 8" water main. Also the minimum depth for this project is 48 inches.

RESPONSE: The note has been revised. The plan has been revised to show an 8" waterline throughout the site instead of a 10" waterline. Please see SHEET C3.

COMMENT 3: Under the Construction Notes add a note that the approximate proposed grade must be established prior to the start of the installation of the proposed water and sanitary sewer lines.

RESPONSE: Acknowledged, the note has been added to the plan. Please see SHEET C3.

COMMENT 4: All on site water line, other than fire hydrant lines, must be a minimum of 8".

Provide information on the required flow for the proposed 10" fire line and coordinate the required water main size needed to provide the required flow with the Public Utilities Division.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

6

March 10, 2008

RESPONSE: *An 8" waterline is now provided throughout the site with the exception of the fire hydrant connections. Please see SHEETS C7, C8.*

COMMENT 5: In the area of the northeast corner of the building and the southwest corner of the property adjust the alignment so that the water line does not cross the curb and gutter. Maintain a minimum of 3 feet off of the gutter pan.

RESPONSE: *The waterline layout has been revised so that the proposed waterline does not cross the curb and gutter. A minimum 3' distance has been kept between the waterline and the gutter pan. Please see SHEETS C7, C8.*

COMMENT 6: On the east side of the building adjust the water line and sanitary sewer alignment as needed to locate the water line outside of the parking area.

RESPONSE: *The waterline layout has been revised so the waterline is out of the parking area. Please see SHEETS C7, C8.*

COMMENT 7: Near Station 5+85 extend an 8" water line from the proposed water line to the existing water line in Roosevelt Boulevard.

RESPONSE: *It is currently not feasible to extend an 8" waterline from the proposed waterline to the existing waterline in Roosevelt Boulevard through existing neighboring properties.*

COMMENT 8: For the 3" domestic line the tee on the main line should be deleted and a tee and valve should be added to the fire line.

RESPONSE: *The layout has been revised so that the 3" domestic line taps off of the fireline instead of the main waterline. Please see SHEET C7.*

COMMENT 9: A valve must be added to the fire line immediately after the main line tee.

RESPONSE: *The valve has been added to the main line. Please see SHEET C7.*

COMMENT 10: The existing fire hydrant located at the southeast corner of the property should be removed and not relocated. A new fire hydrant and not a relocated fire hydrant should be installed at the proposed fire hydrant at the southeast corner of the property.

RESPONSE: *The plan has been revised to show a new fire hydrant at the southeast corner of the property, and the existing fire hydrant is now to be removed. Please see SHEET C8.*

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

7

March 10, 2008

COMMENT 11: A 10' easement should be placed around the proposed sanitary sewer line.

RESPONSE: *A 10' sanitary sewer easement has been provided. Please see SHEET C7.*

COMMENT 12: At sanitary sewer manhole A the invert in from structure B and E and at manhole SS9459 the invert in from structure A must be a minimum of 2.5 feet above the invert out. Indicate that these connections must be an outside drop connection.

RESPONSE: *A drop connection has been added to the connection into existing sanitary manhole SS9459. There is no longer a need for a drop connection at manhole A. A detail has been added, and the sanitary profile has been updated. Please see SHEET C19.*

COMMENT 13: Verify the slopes given for all sanitary sewer lines.

RESPONSE: *Acknowledged, the slopes have been updated.*

Engineering

General Comments

COMMENT 1: Provide a geotechnical report with recommendations for monitoring site field compaction by geotechnical engineer in charge or a third party inspection for construction of sub-bases for both light and heavy duty pavements in reference to details and notes on sheet C33.

RESPONSE: *The geotechnical report has been provided with this submission.*

COMMENT 2: Provide a Maintenance of Traffic (MOT) plan for review.

RESPONSE: *A separate Maintenance of Traffic Plan has been submitted for review.*

COMMENT 3: Provide a street lighting plan in addition to provided parking lighting plan on sheet PH-1. The street lighting plan should indicate service size and location (city may require a specific standard with options i.e. a service pedestal or mounting service equipment on the side of the building), size, type, and location of conduits. Specification of light fixtures, installation of a by-pass/service switch, and wiring methods for receptacles should be also included in the street lighting plan. Street lighting plans will be coordinated with electrical inspection and Operation staff for review and therefore will require minimum of three sets to be submitted to the City and adequate time for coordination and review. On PH-1 sheet, provide light pole details for each type of lights proposed in the parking lot with corresponding specifications. In addition to street lighting plans, show locations of street lights on site layout or grading plans.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

8

March 10, 2008

RESPONSE: A Street Lighting Plan has been added. Please see SHEET C39. The light pole details have been added to sheet PH-1. A new sheet with site lighting details has been added to the site plan. Please see SHEET PH-2.

COMMENT 4: Site photometric plan (Sheet PH-1) shall be revised to meet the City's Zoning Ordinance, Section 23-5, for spillage control. Spillage of light shall not exceed 0.1 fc. measured 7 feet beyond the property line. On the photometric plan, provide light pole details for each type of lights proposed in the parking lot with corresponding specifications.

RESPONSE: The Site Photometric Plan has been revised. Please see SHEET PH-1. A new sheet with site lighting details has been added. Please see SHEET PH-2.

COMMENT 5: All on-site and off-site easements shall be recorded prior to approval of the site plan.

RESPONSE: Acknowledged.

COMMENT 6: The number of provided parking spaces on the parking tabulation on sheet C2 is not consistent with number of parking spaces on the site plan. Perhaps this is due to taking 9 parking spaces to be used for cart corrals. Please clarify.

RESPONSE: The parking layout and tabulation have been revised and coordinated. Please see SHEETS C2, C7, and C8.

COMMENT 7: Show sight distances for both entrances on layout plan, on sheet C13 with corresponding profile, and on the landscape plan, sheet L2. Sight distances shall not be obstructed by trees, shrubs, recycling bin, trash containers, benches, or any similar objects.

RESPONSE: Sight distance is shown for the west entrance with corresponding profile. It was agreed upon in the meeting between the City Staff and WLP on March 3rd that a sight distance is not needed for the signalized east entrance intersection. Please see SHEETS C13 and L2.

COMMENT 8: Provide referenced sheet numbers on match line on any sheets with referenced match lines.

RESPONSE: The plan has been revised to reference sheet numbers on the match lines.

COMMENT 9: Provide a trash and recycling receptacle at bus stop.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

9

March 10, 2008

***RESPONSE: A trash can and recycling container have been added in the bus stop area.
Please see SHEET L2.***

COMMENT 10: Trash and recycling receptacles are inadequate with regard to open size and sign/symbol size.

RESPONSE: Combination trash/recycling containers were proposed to save space. Separate units have been added to the plan and are drawn to scale.

Site Layout Plans, Sheets C7& 8

COMMENT 11: On the site layout plan and/or site grading plans, show location of existing bus stop sign to be removed and replaced. On the MOT plan show how bus services will be available to citizens during construction or provide an alternative solution.

RESPONSE: Please see the separate MOT plan which incorporates how bus services will be available to citizens during construction.

COMMENT 12: Provide stop signs on both entrances on layout plan.

RESPONSE: The layout plan has been revised to show a stop sign on the west entrance. The east entrance is signalized and therefore does not require a stop sign. Please see SHEET C8.

COMMENT 13: Provide an ingress/egress public easement for fire trucks and public emergency vehicles on the layout plans.

RESPONSE: An ingress/egress easement has been added to the plan. Please see SHEETS C7, C8.

COMMENT 14: Show all proposed storm drain, sanitary, and other utility easements on the layout plans.

RESPONSE: Acknowledged, all easements are shown on the layout plan. Please see SHEETS C7, C8.

COMMENT 15: Show direction of flow on all proposed storm sewer pipes.

RESPONSE: The plan has been revised to show direction of flow arrows. Please see SHEETS C7, C8.

Site Grading Plans, Sheets C10 & 11

COMMENT 16: North Arrow shall reference to National or State Grid System.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

10

March 10, 2008

RESPONSE: The North arrow has been revised to reference the State Grid System.

COMMENT 17: Provide minimum of two monuments (location of surveying iron pipes) on grading plans.

RESPONSE: Benchmarks have been provided on the grading plans. Please see SHEETS C9, C10.

COMMENT 18: Show direction of flow in all proposed storm sewer pipes.

RESPONSE: The plan has been revised to show direction of flow arrows. Please see SHEETS C9, C10.

COMMENT 19: Remove proposed retaining walls on storm sewer pipes in the vicinity of structures 1 & 5. The locations of proposed retaining walls on engineering plans do not match landscaping plans.

RESPONSE: The retaining wall in the rear of the site near structure 1 has been revised and pulled away from the existing utility pipes. The layout plan and landscape plan have been coordinated. Please see SHEETS C7 and L1.

Storm Water Management & BMP Plans and Computations

COMMENT 20: Locations of proposed BMP facilities (Filterrras) serve only upstream part of the site on South, and therefore half of the site drains untreated to the outfall. The distribution of BMP facilities shall provide water quality control measure for the entire site.

RESPONSE: The Filterra systems have been relocated throughout the site to treat the rear of the site as well. Please see the revised locations on SHEETS C7, C8.

COMMENT 21: On sheet C14, SWM and BMP narratives and computations shall be revised to address required minimum 10% phosphorus removal.

RESPONSE: A 10% phosphorus reduction is required from the existing conditions. Per the Occoquan Method calculations, 6.6% removal is required to achieve the reduction. The Filterrras were relocated to treat additional impervious area. There is now 11.34% phosphorus removal being provided. Please see SHEET C14.

COMMENT 22: Complete Filterra Unit Chart by adding information of drainage area, C factors, Q10, and percent phosphorus removal for each proposed Filterra.

RESPONSE: The chart has been revised to include this additional information. Please see SHEET C14.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

11

March 10, 2008

COMMENT 23: Adequacy of outfall statement shall address inadequacy of portion of outfall pipes from structures 11279 and 11266 to structure 11186 with regard to the pipes capacity. It appears that the outfall is not adequate. Include adequacy of outfall information from structure 11917 to 11805.

RESPONSE: *The inadequate portions of the existing pipes have been addressed in the outfall analysis. Please see SHEET C15. The adequacy of outfall from structure 11917 to structure 11805 has been added. Please see SHEET C16.*

COMMENT 24: BMP agreement shall be recorded prior to approval of the site plan or construction.

RESPONSE: *Acknowledged. A BMP agreement will be recorded.*

Storm sewer Computation and Profiles

COMMENT 25: Any storm sewer pipes carrying off-site drainage shall be located in a storm drainage easement. Show all storm drainage easements on layout plans with a note to identify pipes to be privately maintained.

RESPONSE: *The storm sewer carrying offsite water has been placed in a 20' private storm sewer easement. The property owner will begin discussions with the adjacent property owner about the easement agreement.*

COMMENT 26: Minimum pipe size for storm sewers in the ROW or in the easement to be maintained publicly must be 15"RCP.

RESPONSE: *Acknowledged, all publically maintained storm sewer pipes are 15" or greater in diameter.*

COMMENT 27: Proposed retaining walls shall be removed from storm drain easements and on top of pipes. Storm sewer profile and layout plans shall be revised accordingly.

RESPONSE: *The retaining wall in the rear of the site has been revised to be located out of the proposed storm and sanitary easements. Please see SHEET C7.*

COMMENT 28: Provide a curb inlet at the connection of proposed 15" RCP, from structure 38 to and connecting to existing structure # 2148, to capture drainage from crossing the entrance.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

12

March 10, 2008

RESPONSE: An inlet (proposed structure #38A) has been added to the curb to prevent runoff from crossing the east entrance. Please see SHEET C7.

E&SC Plans, Sheets C25 to C36

COMMENT 29: On phase one, Sheet C25, add a symbol for limit of clearing to the E&SC legend and show limit of clearing on phase one to be minimum for installation of E&SC measures such as SSF, SAF, CE, SB, and staging area.

RESPONSE: The phase one plan has been revised. Please see SHEETS C25, C26.

COMMENT 30: Show stockpile/staging area on phase one.

RESPONSE: The phase one plan has been revised to show the stockpile/staging area. Please see SHEETS C26.

COMMENT 31: Show tree protection (TP) on all three phases.

RESPONSE: The super silt fence around the site also serves as tree protection. A note has been added to the Erosion and Sediment Control sheets. Please see SHEETS C25-C30.

COMMENT 32: Provide dust control measures especially on the North side and next to residential zone on all three phases during construction.

RESPONSE: The plan has been revised to include dust control measures. Please see SHEETS C25, C27, C29, and C31.

COMMENT 33: Show limit of clearing on phase two and minimize clearing for demolition of existing building and pavements.

RESPONSE: Limits of clearing for demolition have been added to phase two. Please see SHEETS C27, C28.

COMMENT 34: Provide temporary stabilization before permanent stabilization on E&SC narrative.

RESPONSE: The narrative has been revised. Please see SHEET C31.

COMMENT 35: Provide detail for proposed safety fence on sheet C31 or C32.

RESPONSE: The detail has been provided on SHEET C31.

COMMENT 36: Virginia Pollutant Discharge Elimination System Permit (VPDES) for Construction Activities is required since the disturbed area is more than one acre.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

13

March 10, 2008

RESPONSE: Acknowledged.

ROW Dedication & Easement Plat

COMMENT 37: Fourteen (14) feet streetscape easement/ ROW dedication is required. Plat shows 13.5' easement.

RESPONSE: The 14' streetscape is from the face of curb. Since the proposed ROW dedication is at the back of the 0.5' curb the proposed easement is only 13.5'.

COMMENT 38: ROW dedication will be subject to final site plan approval.

RESPONSE: Acknowledged.

COMMENT 39: Show all existing easements, such as existing ingress/egress easement, electrical, and gas easements, to be vacated.

RESPONSE: The existing easements to be vacated are shown on the Preliminary Consolidation Plat. A separate final plat will be created in coordination with Dominion Virginia Power for electrical easements to be vacated. Please see SHEETS P1, P2.

COMMENT 40: Show all proposed easements such as new ingress/egress easement, new storm drain easements, sanitary, or other utility easements.

RESPONSE: The plat has been revised to show all proposed easements. Please see SHEETS P1, P2.

COMMENT 41: North arrow shall reference to State or National Grid System.

RESPONSE: Acknowledged, the north arrow has been revised to reference the State Grid System.

Traffic Impact Analysis Review (Chapter 527)

COMMENT 42: The TIA was submitted to the City and VDOT for review. City recommendations will follow receipt of VDOT comments.

RESPONSE: Acknowledged.

COMMENT 43: See Attachment 2 with comments on TIA from City consultant VHB. The City will be seeking responses to the VDOT comments once they are received. However, in the meantime, please address the safety/site access issue noted in the VHB comments: "The proposed project will only exacerbate existing safety problems. The operations and

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

14

March 10, 2008

safety need to be considered with this report as well as mitigation....A greater effort or more detail on this matter should be expected."

RESPONSE: *Please see the attached comment response letter prepared by Gorove Slade Associates, Inc.*

City Arborist

Existing Tree

COMMENT 1: The preliminary tree survey shall be reviewed at the Tree Commission's next meeting.

RESPONSE: *Acknowledged.*

COMMENT 2: The preliminary tree survey needs to be signed by the Certified Arborist that completed the inventory.

RESPONSE: *The tree survey has been signed by the certified arborist that completed the inventory.*

COMMENT 3: Impact to existing trees could not be evaluated at this time as the cross section profiles for the buffer areas with the retaining walls was not included. Add "to scale" cross sections profiles and details of the retaining walls that are located in the landscape areas.

RESPONSE: *Cross sectional profiles and details of the retaining walls in the landscape areas have been added. Please see SHEET L9.*

COMMENT 4: Separate the preliminary tree survey information from the tree preservation plan and include each on a separate sheet.

RESPONSE: *Acknowledged. A separate signed plan will be included in the set.*

COMMENT 5: The tree survey and tree preservation plan illustrate some of the trees between the numbers of 59-97 being preserved in the northeast corner of the back parking lot area. The landscape plan illustrates intense planting in this location. If the trees in this location are to be preserved the plantings should be removed or planted in a manner that supplements the existing trees and improved the buffer.

RESPONSE: *The suggested buffer planting in the landscape plan will provide better screening and will be in better condition than the existing vegetation. The tree survey and preservation plan has been updated to correspond.*

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

15

March 10, 2008

COMMENT 6: Update tree preservation plan to note individual trees that are off-site as "not to be removed".

RESPONSE: *The plan has been updated. Please see SHEET T1.*

COMMENT 7: An "Existing Tree Preservation Bond Agreement and Plan" shall be required prior to site plan sign off for those trees that shall be preserved throughout the development process (attached).

RESPONSE: *Acknowledged, the bond will be submitted soon for review.*

New Landscaping

COMMENT 8: Add the following waiver (including extent) to the front of the site plan set:

Section 38-30 (c) (1) (a) Perimeter parking lot landscaping adjacent to public streets. A solid landscaped planting strip at least that is 3 ½' in height and at least 10' in width shall be provided.

Extent of Waiver: The required 10' width landscape strip has been reduced to 5' for 10' in length at the first entrance to the site by the ADA ramp.

RESPONSE: *The landscape strip by the ADA ramp of the west entrance has been widened to meet the 10' requirement. Therefore, a waiver is no longer needed. Please see SHEETS C7 and L2.*

COMMENT 9: Replace the grasses in the landscape planting strip adjacent to Wilson Blvd with shrubs to ensure a solid landscape planting strip.

RESPONSE: *The grasses have been relocated and replaced with shrubs that will ensure a solid landscape planting strip.*

COMMENT 10: Clarify interior parking lot calculations. The interior parking lot landscaping calculations and illustration do not look correct. In accordance with Section 38-30 (d) Interior Parking Lot Landscaping, parking lot areas shall require 5% interior parking lot landscaping in addition to required perimeter landscaping. It appears that the required perimeter parking lot landscape adjacent to Wilson Blvd has been taken into consideration in the calculations (circle hatched). On the other hand, the area outside of the 20' required buffer in the back north west parking lot can be included.

RESPONSE: *The area in the perimeter buffer has been removed from the interior parking lot calculations. Please see SHEET L3.*

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

16

March 10, 2008

COMMENT 11: Interior parking lot landscaping does not meet intent of code. The use of small ornamental trees in the planting islands for the interior parking lot landscaping does not meet the intent of the code. In accordance with Sec 38-30 (d) parking lots shall be adequately constructed to support shade trees, which reduce the negative environmental impacts of impervious surface area and improve the aesthetics of parking lots. Several of the islands have BMPs (Filterra) with small ornamental crape myrtles that do not provide the function of providing shade to the parking lot to decrease the heat island effect, reduce and slow storm water run off and filter pollutants. The Filterras should be relocated to as to not conflict with the planting of shade trees. Please see attached article (Home Depot – Williamsburg, VA) where Filterras were used in a parking lot islands but also included large shade trees.

RESPONSE: *Half of the Filterras previously located within landscape islands have been removed to allow for the planting of shade trees. The Filterras that were removed from the landscape islands were relocated to the rear of the site.*

Landscaping Interior to Site

COMMENT 12: Add “to scale” cross sections profiles (as noted above) and details of the retaining walls that are located in the landscape areas so that the impact to plantings can be evaluated.

RESPONSE: *Cross sectional profiles have been added to the site plan. Please see SHEET L9.*

COMMENT 13: Provide more interest in the landscape areas at the two (2) entrances to BJs by increasing the types of shrubs and adding perennials.

RESPONSE: *Additional plantings have been added to the two(2) entrances.*

COMMENT 14: Remove 15 - highbush blueberry (VC) from small planting island located in back parking lot as it is not appropriate in this location. It grows densely to (10' h x 4' w) and will conflict with car doors. Replace with shade tree.

RESPONSE: *The blueberry has been replaced with a shade tree.*

COMMENT 15: Please remove the following species of vegetation and replace with another species (suggestions provided):

- Sourwood (OA) – very difficult to establish, does not perform well in urban conditions, replace with red bud, sweetbay magnolia (or reduce number of sourwoods)

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

17

March 10, 2008

- Lacebark pine (PB) – introduced species does not perform well in our location, replace with thuja or eastern red cedar or large shrubs for screening impact.
- American sycamore (PO) – too large of tree in parking lot, replace with London plane tree
- Vanerwolf pine (PF) – does not perform well in our location, replace with thuja or Eastern red cedar
- Chestnut oak (QPR) – very difficult to establish, does not perform well in urban conditions, replace with other oak species or black gum

RESPONSE: The plants have been updated. Please see SHEETS L1, L2, L5.

COMMENT 16: There is opportunity to design the large landscape planting strip adjacent to Wilson Blvd as a bioretention/rain garden.

RESPONSE: The 10' landscape strip adjacent to the parking lot is at the highpoint of the site and therefore is not a feasible area for a bioretention system.

Streetscape

COMMENT 17: This site is the first property located in the City of Falls Church. Consideration should be given to develop the landscape area as a gateway to promote a positive image of the City. A suggestion would be to redesign the first planter (westbound) located in the streetscape and include the City's entrance sign. See attached detail (Attachment 7).

RESPONSE: The landscape strip has been redesigned and now contains the City's entrance sign. Please see SHEETS C8 and L2.

COMMENT 18: Over plant areas with perennial all locations in the streetscape that have bulbs. Add two (2) types of sun loving perennials to locations in the streetscape (City Easement) where only bulbs are illustrated. i.e. 'Kobold' gay feather or 'Zagreb' tickseed. Area covered for each perennial shall be no more than 5' in length.

RESPONSE: Acknowledged. Streetscape plantings have been updated. All perennial beds are noted to be underplanted with bulbs.

COMMENT 19: Consistently illustrate the ground cover wintergreen in the planters around the base of the trees in place of the cranesbill. Use cranesbill as another perennial choice in planter.

RESPONSE: The plans have been updated. Please see SHEETS L1, L2, L5.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

18

March 10, 2008

COMMENT 20: Replace the Gro-lo fragrant sumac (RA) with another low growing sun loving perennial as it not a good choice adjacent to streetscape due to its appearance (poison ivy) and its growth habit (2' h x 8'w)

RESPONSE: *Acknowledged. This has been replaced. Please see SHEETS L1, L2, L5.*

COMMENT 21: Add note to plan: All components of the irrigation are to be located in the City right-of-way; this includes main hook up valves, water meter and power sources. The Streetscape irrigation shall be separate from the on site water line and meter.

RESPONSE: *The note has been added. Please see GENERAL UTILITIES NOTE 24 on SHEET C3.*

COMMENT 22: Add note to plan: The City shall be responsible for the Streetscape irrigation system once shown to be operational upon a successful inspection by a designated City employee after the appropriate bond releases.

RESPONSE: *The note has been added. Please see GENERAL UTILITIES NOTE 25 on SHEET C3.*

COMMENT 23: Show location where the streetscape drainage will tie into the City's storm water system.

RESPONSE: *Two, 4" perforated PVC pipes have been added, one for each streetscape landscape strip, to drain the planting beds into a sump pit located 5' below grade, where it will filter through gravel and into the ground. Please see SHEETS C8, L2. The sump pit detail has been added to sheet L8.*

COMMENT 24: A "New Landscape Bond Agreement and Plan" shall be required prior to site plan sign off (attached).

RESPONSE: *Acknowledged, the bond will be submitted for review and approval.*

COMMENT 25: A Bond Management Fee shall be required prior to site plan site off (attached).

RESPONSE: *Acknowledged.*

Chesapeake Bay Interdisciplinary Review Team (CBIRT)

COMMENT 1: Sheet C2 - Provide a chart describing the pre- and post-development lot coverage by use (for example, building footprint, parking, etc.).

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

19

March 10, 2008

RESPONSE: Tabulations for pre- and post-development lot coverage has been added. Please see SHEET C2.

COMMENT 2: Sheet C3 - Under General Notes, include a statement that this parcel is in the City's Resource Management Area (RMA) and is subject to Section 38-42 of the City Code.

RESPONSE: The statement "THIS SITE IS LOCATED IN A RESOURCE MANAGEMENT AREA THEREFORE THE DEVELOPMENT MUST BE IN ACCORDANCE WITH SECTION 38-42 OF CITY CODE (RMA). IT IS NOT MAPPED IN A RESOURCE PROTECTION AREA (RPA)." is listed on the Cover Sheet under Miscellaneous Notes. Please see SHEET 1.

COMMENT 3: Sheet C14 - This sheet includes a SWM Narrative that states, in part, that the impervious area of the site is reduced from 85% to 82% therefore no stormwater detention is required. Describe how the total site impervious coverage is reduced when there are unpaved areas (gravel) shown on the Existing Conditions Sheet C5, and the proposed development includes a larger building footprint, asphalt, and concrete paving that cover nearly the entire site.

RESPONSE: The gravel on the existing site has been counted as impervious area due to its use as a parking lot and its nature as a tightly compacted area, acting as impervious surface. Please see the lot coverage tabulations on SHEET C2, as requested, for comparison of impervious areas for pre- and post-development.

COMMENT 4: The required 10% reduction of stormwater runoff has not yet been met. Indicate additional methods to be used to achieve the required reduction. See Engineering comment #21.

RESPONSE: The stormwater runoff and BMP phosphorus removal requirements have been met with the relocation of Filterra structures. Please see SHEET C14.

COMMENT 5: All of the stormwater reduction measures are located at the front of the site. Include additional mitigation methods at the rear of the site, which has lower elevations.

RESPONSE: The BMP Filterra structures have been relocated to treat runoff in the rear of the site, which also increases the amount of water being treated. Please see SHEETS C7, C14.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

20

March 10, 2008

COMMENT 6: Additional green elements should be used on this site to treat the large areas of impervious cover. Consider the following measures:

- Collect and treat rooftop drainage through the use of a green roof on the edges of the roof.
- Collect rooftop drainage through the use of a large cistern. Reuse the stored water for irrigation.
- Plant a series of stepped bioretention cells (a "green alley") on the east side of the property. These must be designed per Code to meet the buffer requirements.
- Replace the smaller trees shown in the interior landscape planting islands with large shade trees. Large shade trees provide greater environmental benefits -slowing storm water run off and improving water quality – than smaller trees.

RESPONSE: The interior landscape islands have been revised to show additional shade trees.

Building Official / Fire Marshal

COMMENT 1: Confirm number of new fire hydrants (appears that there are seven). A fire hydrant shall be 50 to 75 feet from any fire department connections. The fire department connections shall be no more than 3 feet from ground level.

RESPONSE: It is confirmed that there are seven (7) new fire hydrants. The FDC connection is between 50-75 feet from a fire hydrant.

COMMENT 2: Provide analysis that site turning radii will accommodate largest Fairfax County and Arlington county fire truck. The measurement for the largest Fire Apparatus from Arlington and Fairfax County is 47 feet long and requires a turning radius of 37.5 feet. It weighs 80 kips.

RESPONSE: A Fire Truck Access Plan has been added to the site plan. Please see SHEET C37.

COMMENT 3: Handicap parking space sign is incorrect, must use VA State approved sign.

RESPONSE: The handicap parking space sign has been updated. Please see SHEET C34.

COMMENT 4: Provide VA approved fire lane signage.

RESPONSE: The fire lane signage has been added to the Fire Marshal Plan. Please see SHEET C36.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

21

March 10, 2008

COMMENT 5: Propane electrical diagram must be submitted with construction documents for permit.

RESPONSE: Acknowledged.

COMMENT 6: Permits will be required for all mechanical, electrical, plumbing and fuel gas work not performed by the utility provider.

RESPONSE: Acknowledged.

COMMENT 7: Retaining walls in excess of 30" in height must have guard rails. Structural drawings must be submitted for permit. No retaining walls may be constructed without an approved building permit.

RESPONSE: A separate permit will be submitted for the proposed retaining walls. Guard rails are shown where required.

Site Photometrics plan

COMMENT 8: Calculations do not appear to include wall mounted fixtures.

RESPONSE: The wall mounted fixtures have been included on the revised Site Photometrics Plan. Please see SHEET PH-1.

COMMENT 9: What are units of measurement?

RESPONSE: The unit of measurement (footcandles (fc)) has been indicated on the Photometric Plan. Please see SHEET PH-1.

Arlington County Comments

COMMENT 1: Landscape buffer. Arlington County staff has reviewed the proposed landscape plans and is satisfied with the quality and density of the proposed plantings in the 30 foot wide rear buffer and the 20 foot wide east side buffer. Staff believes that, at maturity, the plantings will provide an effective visual screen for neighboring residents where grade changes between the proposed use and residential properties are not significant.

RESPONSE: Acknowledged.

COMMENT 2: Screening fence. The proposed drive aisle and parking spaces along the north and east sides of the building are at a significantly higher elevations than the adjacent residential property boundaries. The proposed retaining wall, with a maximum height of ten feet, diminishes the effectiveness of the landscaping buffer in screening light, sound, and visual impacts to neighboring residents. In addition, the elevation difference could

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

22

March 10, 2008

place vehicle headlights and noise at the level of neighboring homes. Section views showing the drive aisle elevation, retaining wall heights, and the elevation and height of neighboring homes should be provided. A solid screening fence should be installed in the landscape buffer to ensure that headlights and noise do not directly impact neighboring residents.

RESPONSE: *We are providing City of Falls Church both a "rear elevation" and sections to clarify our design elements (fencing, retaining walls, landscaping). Fencing is being added at the rear opposite the Loading Area and at the NE corner along the retaining wall.*

COMMENT 3: Tree preservation. Neighboring residents have expressed a desire to see preservation of existing mature and healthy trees and landscaping, particularly bordering the adjacent residential properties. The Falls Church Zoning Ordinance also addresses this issue, stating in Section 38-30.f.2. the following:

To increase the diversity of the age and species in the urban forest, consideration shall be given to save mature trees and to plant trees on sites where the tree population is over maturing.

Currently, there is a buffer of mature trees approximately 55 feet wide along the rear of the site. Under the proposed plan, nearly all of these existing trees will be cleared, and there appears to be little effort to save a significant portion of them. Healthy mature trees should be preserved to the greatest extent possible, and intermixing mature trees and new plantings is desirable.

RESPONSE: *We always try to keep mature / existing trees. The grading and other design criteria typically impact that desire. We are preserving trees where possible.*

COMMENT 4: Lighting. Arlington County staff requests that light fixtures for the rear and side parking lots have shields installed to minimize spillover to the neighboring residential areas. A detail of the lighting fixtures with shields should be provided.

RESPONSE: *There are "house shields" indicated on 15 perimeter pole lights and the two wall pack. The proposed design meets the lighting requirements of the City. Spec Sheets have been obtained from Holophane, see SHEET PH-2.*

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

23

March 10, 2008

COMMENT 5: Loading location. To minimize noise pollution of trucks reversing and possibly idling, loading and trash areas should be located away from the adjacent residential areas. Section 21-3.e. of the Falls Church Code states that:

Loading and unloading, commercial. Loading, unloading, opening, closing of commercial vehicles or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects in such a manner as to cause a noise disturbance across a residential real property boundary is prohibited.

Although it is located on the west side of the building, the loading area currently faces north, toward the adjacent residential. The loading docks should be reversed to face south, away from residential areas. To accomplish this, the western wing of the building may need to be moved northward.

RESPONSE: *The overall site design included reviewing the loading area in relationship to the site constraints, consideration of the proximity of the neighbors, vehicle circulation, safety, etc. It was determined that the loading area could not be on the street side of the appendage. Also, it should be noted that the loading dock is over 200' from our property line, a 30' landscape buffer is provided per code, sections of fencing are being added to provide screening of vehicle head lights, BJ's "schedules" tractor trailer deliveries so as not to have extended idling, and BJ's does not park trucks outside the designated loading bays for any extended period of time.*

COMMENT 6: Loading hours. Trucks accessing the loading dock will circulate behind the store adjacent to neighboring residential properties. Loading hours should be limited to prevent noise impacts at night. Suggested loading hours would be 8 a.m. to 9 p.m. weekdays, and 10 a.m. to 9 p.m. weekends.

RESPONSE: *We have meet the requirements of the buffers (which are created to provide a separation from residential areas) and landscaping for the by-right project. We are adding fencing at critical areas adjacent to the residential properties. Also, as stated above in item 5, BJ's schedules tractor trailer deliveries to reduce idling and noise.*

COMMENT 7: Inventory storage. Adequate space for inventory storage should be provided within the proposed building. Staff has found that, in other large format retail locations, storage trailers are sometimes placed in parking areas to store excess inventory, particularly during the holiday season. In some cases, these storage containers are

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

24

March 10, 2008

stacked. To avoid the negative safety and aesthetic impacts of this practice, staff recommends conditions to restrict the use of outdoor inventory storage trailers.

RESPONSE: BJ's does not "park trailers" for storage reasons, and will abide by city ordinances.

COMMENT 8: Impervious surface. Impervious surface should be minimized to preserve landscaping area and reduce stormwater runoff. Particularly in the northwest corner of the site, there appears to be an excess of paved area above what is necessary for truck maneuvering. Large expanses of pavement without lane or aisle markers also create confusing and unsafe situations for maneuvering vehicles. To enhance safety and reduce runoff, paved areas should be the minimum size necessary for parking, loading, and drive aisles.

RESPONSE: The site layout was designed to provide efficient truck maneuvering. The proposed layout meets all required buffers and includes a very extensive and expensive landscape design. Our design reduces the impervious surface from what currently exists.

COMMENT 9: Parking. According to the Parking Tabulations, ten more parking spaces are being provided than are required by the City's Zoning Ordinance. These ten spaces could be eliminated from the rear or east side of the building, allowing more landscape buffer area. Reducing the rear parking may also necessitate less site grading, and therefore permit greater tree preservation.

RESPONSE: 351 spaces are required by code and we are proposing 363 spaces. This is about 3% over the minimum requirement. It should also be noted that the city requirements are "minimal" not "maximums".

COMMENT 10: Pedestrian access. To promote pedestrian safety and minimize automobile trip generation and its impacts on the area's street network, a continuous pedestrian walkway should be provided between the public sidewalk and the store entrance. The City's Zoning Ordinance Section 38-30.b.7.d. addresses parking lot pedestrian safety:

All off-street parking spaces provided in satisfaction of the provisions of this section shall be conveniently usable without causing undue hazard to pedestrian or vehicular traffic, traffic congestion or interference with the safe and convenient access to other provided off-street parking spaces and shall provide for safe and convenient ingress and egress from the public streets.

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

25

March 10, 2008

The proposed plan requires pedestrians to cross an extensive parking lot to access the store, creating an undue hazard.

RESPONSE: *We are providing safe access along the front of our property and into our parking lot. The site design takes into account safety concerns of all our customers (whether walking in from the street or from any parking stall location) and is designed based on standard practices.*

COMMENT 11: Façade and retaining wall materials. The main façade materials on the side and rear elevations, labeled "TC-1" and "TC-2" are not included on the Exterior Finish Material Key. In addition, no detail is given of the construction or materials of the proposed retaining wall along the northern and eastern sides of the property. These materials will have a major visual impact on the adjacent residential area.

RESPONSE: *The building design and the elevations are in their final stages of being completed. Updated elevations and details on the retaining walls will be provided.*

COMMENT 12: Mechanical equipment. The proposed generator at the rear of the building should be moved to the west side, screened by the loading wing, to minimize noise impacts to neighboring residential. The Falls Church Code, Section 21-3.g. addresses the issue of mechanical noise disturbance:

Machinery, power equipment, fans and air-conditioning. It shall be unlawful for any person within the city to operate any air-conditioning, refrigerator, heat pump, fans, swimming pool equipment or other equipment, regardless of location, in such a manner as to create a noise disturbance across a real property boundary.

To minimize the likelihood of such disturbance, particularly to residential areas, no ground-mounted generators, HVAC, or other mechanical equipment should be located on the north or east sides of the store.

RESPONSE: *The generator is only used during "emergencies" when there is a power loss, and periodic exercising which is performed during the day to reduce any disturbance. The generator and transformer location is adjacent to an internal electrical room. It should be noted that the generator is about 120' from the property line. There is no continuously running "mechanical" equipment on the ground.*

WALTER L. PHILLIPS, INCORPORATED

Est. 1945

Ms. Wendy Block-Sanford
BJ's Wholesale Club

26

March 10, 2008

COMMENT 13: Propane tank. The B-3 District permits retail business and service establishments, provided, that all business, service, fabrication, preparation or processing shall be conducted entirely within an enclosed building. The site plan proposes an outdoor propane tank (1,000 gallon), south of the tire center, that appears to conflict with this ordinance provision. If deemed to be permitted, staff is concerned about the tank's location and screening, particularly in relation to the surrounding parking lot and nearby residential uses. More detail is needed regarding the proposed tank, including whether it is above or below ground.

RESPONSE: The location of the Propane Tank is on the west side of the property away from the residential areas. The tank is above ground and protected by fencing and bollards (see detail on C35 Construction Details sheet).

COMMENT 14: Storm sewer. The developer would be required to secure permits from the Arlington County Department of Environmental Services to discharge into the County's storm sewer system.

RESPONSE: We and our contractors will obtain all required permits.

COMMENT 15: County line. The Arlington County boundary with Fairfax County and the City of Falls Church is inaccurately located on the site survey and plans. The line is straight at a 45 degree angle and falls just northeast of the subject site.

RESPONSE: This will be corrected.

Please feel free to call me with any questions or comments.

Sincerely,



Karen L. Steen, P.E.



MEMORANDUM

TO: Wendy Block Sanford

City of Falls Church

FROM: Chad A. Baird
Felice Brychta

DATE: March 9, 2009

SUBJECT: Response to Comments for BJ's Wholesale Club Development Traffic Impact Analysis

This document addresses the comments received for the traffic impact analysis prepared for BJ's Wholesale Club development in Falls Church, Virginia. Each comment is presented in *italics* with the response in **bold** immediately following.

COMMENTS FROM CITY ENGINEERING:

- 1) *For all scenarios and peaks, the reported LOS and delays are derived from Synchro. For traffic impact analysis purposes, the VDOT recommended procedure is to use the LOS/delays derived from Highway Capacity Manual (HCM) methodologies from Synchro. This comment is relevant to Tables 1, 3, 5 and 6. In some cases, the differences are significant; for example, the NB left turn movements at the intersection of R. Roosevelt St and Roosevelt Blvd is failing for several peak hours. The HCM output needs to be provided and tables with levels of service need to be updated.*

It has been our experience that recently VDOT has been requesting that the LOS/delays are derived from Synchro, since they rely on the Simtraff simulation results. It was agreed upon at the Scoping Meeting that Synchro results would be used to analyze the subject development.

- 2) Figure 7

-The northbound volumes at Intersection 2(N. Roosevelt St and Roosevelt Blvd) are shown as zeroes. They could be updated with the correct volumes.

Comment acknowledged and has been updated in the report.

3) Figures 6, 8, 11 and 13

-There is a "Recommended Improvement Due to Existing Conditions" shown in red at Intersection #4. However, the report states that no improvements are planned at any intersection.

Comment acknowledged. This has been updated in the report to reflect existing conditions.

4) Tables 5 and 6

-Some LOS 'E' and 'F' values are not highlighted. It is recommended that these shown for clarity and ease of discussion.

Comment acknowledged. This has been updated in the report and all E's and F's have been highlighted.

5) Trip Generation

-Figure 9-Trip distribution schematic does not clearly depict the percentages of site generated traffic on the surrounding roadways. The percentages shown do not add to 100% of the traffic. Figure should be updated with correct distributions.

Comment acknowledged. The report has been revised.

-Figure 9-The site generated traffic volumes are not correctly balanced between Intersections 1, 2 and 3.

The site generated figure submitted in the traffic study presented incorrect volumes; therefore the numbers were not balancing correctly. The correct volumes were updated in Figure 9.

-Figure 9-The peak hour site traffic volumes going in and out of the two site accesses (Intersection 4 and 5) do not match the Total Site Trips shown in Table 4 (Site Trip Generation).

Comment acknowledged. The report has been revised.

6) Synchro Electronic Files

-Existing Synchro file for Saturday peak was not submitted. Therefore, this file could not be verified.

Comment acknowledged. The Saturday Synchro is her with.

-The traffic volumes that have been used for the "Future Conditions without Development" for the Saturday peak, do not match the traffic volumes shown on Figure 7 of the report. They should be updated and accordingly the Saturday peak hour LOS/delays in Table 3 should be changed.

Comment acknowledged. The report has been revised.

- 7) *Changes in signal timing do not seem to mitigate undesirable levels of service at Wilson Boulevard and Roosevelt Boulevard for 2010 scenario. The report attempts to justify the suitability of the development by indicating (Page 27) that "existing intersections are non-degraded from future without background conditions." The overall LOS at the intersection of Wilson Boulevard and Roosevelt Boulevard went from 'D' to 'E' with only proposed mitigation to signal timing. Given the nature of the development, it would be appropriate to explore additional mitigation.*

The overall levels of service at the intersection of Wilson Boulevard and Roosevelt Boulevard do not change due to traffic from the proposed development. While levels of service for two movements go from LOS D to E during one peak hour, the increase in seconds of delay for each of these movements is approximately 10%, which is considered non-degraded.

- 8) *No mitigation is suggested for 2016. Mitigation should be investigated.*

Comment acknowledged. Additional mitigations will be listed for the 2016 scenario for planning purposes.

- 9) *Safety and Site Access Issues*

-This report marginally discusses safety by noting the number and type of crashes at each intersection. By comparison, the intersection of Wilson Boulevard and Roosevelt Boulevard would have more traffic volumes than the intersection of Wilson Boulevard and Peyton Randolph Drive; yet the crashes for Wilson/Roosevelt is 22 while the crashes for Wilson/Peyton Randolph is 30. This clearly demonstrates a higher crash rate and the need for detailed consideration.

Following the logic presented in this report, the proposed development would increase volumes at the intersection of Wilson Boulevard and Roosevelt Boulevard and it implies non-degradation operationally. However, by increasing the volumes even with a constant crash rate, we can anticipate greater number of crashes. The proposed project will only exacerbate existing safety problems.

The operations and safety need to be considered with this report as well as mitigation. The applicant makes no attempt to mitigate any safety concerns. Extending the safety concern into the site design, the report suggests that the interconnectivity to the adjacent Jiffy Lube was considered. A greater effort or more detail on this matter should be expected.

Discussions regarding the site access and accident history at the intersection of Wilson Boulevard and Peyton Randolph Drive have been ongoing with the City. A separate memo detailing these issues is forthcoming, and will also be included in the revised TIA.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)
March 6, 2009

Ms. Wendy Block Sanford
Principal Planner / Transportation Planner
City of Falls Church
300 Park Avenue
Falls Church, Virginia 22046

Re: BJ's Wholesale Club Falls Church
Site Plan Traffic Impact Analysis

Dear Ms. Sanford:

VDOT has reviewed the above traffic impact study received on February 7, 2009. The proposed BJ's Wholesale Club development consists of approximately 88,000 square feet of commercial space. Access to the site is proposed at two locations along Wilson Boulevard, which include an unsignalized driveway and an entrance at the signalized intersection of Wilson Boulevard and Peyton Randolph Drive. The development will generate approximately 183 trips during morning peak hour, 330 trips during afternoon peak hour, and 3,123 total daily weekday trips. The development will generate approximately 370 trips during the Saturday peak hour, with a Saturday total of 3,547 daily trips. The methodologies and assumptions used in the traffic impact analysis are based upon the results of a scope of work meeting held by VDOT and the locality. The following comments are offered for this traffic impact analysis:

1. The study needs to follow the "Organization of a Traffic Impact Analysis Report" in the Traffic Impact Analysis Regulations Administrative Guidelines.
2. The conclusions need to be provided in the Executive Summary.
3. Some background information is missing in the study, such as the general terrain features, comprehensive plan recommendations for the property and programmed improvement to the adjacent roadways.
4. On Page 9, Figure 4 should be Figure 6.
5. Figures 6 and 8 show the recommended west bound left turn improvements to Wilson Boulevard and the West Site Drive intersection, while figure 4 shows this as an existing left turn lane. Please correct this inconsistency.
6. Page 14 shows the accident analysis with no results or conclusions.

7. Figure 4 shows a westbound shared left/through lane at the T-intersection of North Roosevelt Street and Roosevelt Boulevard, but the Synchro analysis is based on a left turn only lane. A check of this intersection shows a driveway on the east side making it into a four legged intersection not considered in the analysis.
8. The comparatively small peak hour factors used in the Synchro analysis are not acceptable. The factors may be small due to the low approach volumes which are not significant enough to estimate reasonable peak hour factors, or possibly due to poor traffic data. Please use a minimum default value of 0.85 for low peak hour factors.
9. The site generated traffic volumes assignment shown in Figure 9 needs some modification and or an explanation as to how the volumes were derived. The stick diagram at the top of page 22 provides incomplete information on the distribution of trips. It is missing the percentage distribution normally shown with the direction of approach symbols. The trip distribution approved in the scoping document seems to be different from the distribution shown in Figure 9. It is questionable the northbound through traffic destinations assigned to John Marshall Drive at Wilson Boulevard are heading toward BJ's Wholesale Club, which is on the west side of this intersection.

The comments below reflect the review of traffic volume projections only for the 2010 PM peak-hour conditions. The extent to which these questions apply to projections for other time periods were not evaluated due to the issues identified in the PM information.

10. The site entrance/driveway traffic volumes appear to be low. The TIA incorporates a reduction in off-site traffic generation of 25% due to pass-by trips, in accordance with Chapter 527 allowances, and as specified in the approved Scoping agreement attached to the TIA. This reduction applies to the increment of site-generated traffic that is added to the normal future background volumes. As such, it reflects the assumption that some portion of the trips generated by the site would be diverted from the future traffic stream as they "pass by" it en route to some other destination.

However, this allowance cannot apply to the traffic volumes at the site entrances. Figure 10 of the TIA (2010 with development) indicates the projected driveway volumes in the 2010 PM peak hour equal 131 inbound; 137 outbound. According to the TIA (page 7), these numbers reflect the subtraction of counts for the existing development. This assumption itself is questionable, since the number of driveway trips generated by the future development is independent of the current volumes. (If the existing development generates 200 peak-hour trips, does this imply the future driveway movements at the site would be decreased by 200?)

10. (continued) Notwithstanding the validity of this assumption, if it were accepted and the entrance volumes from Figure 7 (future without development) were added to the total, 9 more inbound trips and 9 more outbound trips (PM peak hour) would result. Thus, the combined driveway volumes from Figures 7 and 10 would equal 130 inbound and 146 outbound. According to Table 4, in the PM peak hour the projected trip generation from the site is 168 inbound vehicles and 173 outbound vehicles. (These values are reasonably close to those shown on Figure 9, reflected in the table below.) It appears the volumes at the driveway entrances used in the SYNCHRO analysis may not reflect the number of trips which will be generated by the development based on the application of ITE rates.

2010 P.M. Peak Hour Trips Entering and Exiting Site

	Figure 10		Figure 9	
	In	Out	In	Out
W. site entrance	25	33	27	41
E. site entrance	106	104	137	127
Total	131	137	164	168

11. The growth rate appears to be inconsistently applied. The TIA incorporates an assumed 2% annual growth rate in the background traffic, as provided in the Scoping agreement. A comparison of Figure 7 (2010 without development) with Figure 5 (existing conditions) reveals most of the projections of individual movements in the PM peak almost exactly correspond to this compound growth rate $(1.02)^2$. However, the projected 2010 PM peak hour volume on Peyton Randolph Drive is less than that resulting from the application of this factor as shown below. It appears the southbound volumes on Peyton Randolph Drive were not inflated.

Peak-Hour Movements to SB Peyton Randolph Drive

	2008	calculated at 2%/yr.	Fig. 7
LT	24	25	24
RT	411	428	411
TH	3	3	3
	438	456	438

12. The traffic assignments appear to be inconsistent with the trip distribution percentages. The TIA indicates the trips to and from the site will be distributed in accordance with Figure 9. The graphics on this figure do not show all of the directional percentages; however, the distribution also appears in Figure 2 of Attachment C.

12. (continued) A comparison of the PM conditions in Figure 10 (2010 with development) with Figure 7 (2010 without development) reveals the site-generated traffic does not exhibit the percentage distributions shown in Attachment C. These differences are shown in the table below:

Change in P.M. Peak-Hour Traffic Volumes and Site Traffic Distribution
Figure 10 - Figure 7

	Site Entrance		% In	% Out	Fig 2 Appx
	In	Out			
Wilson (west side)	36	45	33%	36%	25%
Roosevelt	23	18	21%	14%	25%
P.Randolph	2	13	2%	10%	10%
J.Marshall	6	6	6%	5%	5%
McKinley	5	6	5%	5%	5%
Wilson (east side)	37	38	33%	30%	30%
	111	125	100%	100%	100%

13. The operation of the southbound left turns at the unsignalized site entrance with Wilson Boulevard in the TIA indicates this (outbound) movement will operate at a poor level of service, but the gaps in traffic caused by nearby signalized intersections will mitigate this situation. It would seem if this movement is significantly delayed at this location, vehicles attempting to make the movement would simply utilize the adjacent signalized site entrance. This would shift the projected volumes and potentially affect the operation of this signalized intersection.
14. The TIA indicates some on-street parking on Peyton Randolph Drive should be eliminated in order to accommodate a northbound right-turn lane at the intersection with Wilson Boulevard. It should be noted this segment of Peyton Randolph Drive is in Fairfax County. The extent to which on-street parking is required to meet demand in this area, and the availability of off-street or other replacement parking is not known.
15. The TIA indicates changes in the signal timing plans were assumed in the SYNCHRO analysis of future conditions. This practice is not generally permitted in synchronized corridor signal systems.
16. The TIA states the speed limit on Patrick Henry Drive is 35 mph in the vicinity of the site (page 5). A field inspection revealed no instances of a posted speed limit on this road over 25 mph.

The Traffic Impact Analysis is not acceptable as proposed. Please revise the study based on these comments and resubmit it for review. If you have any questions, please call me at (703)383-2424.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Nelson", written in a cursive style.

Kevin Nelson
Transportation Engineer

Un Approved Minutes
DRAFT
Falls Church Tree Commission
18 March 2009

BJs Wholesale Tree Survey and Landscape Plan Comments

The Tree Commission discussed the removal of trees, proposed streetscape landscaping and the requested waivers of the development. The Commission noted that the applicant is preserving a stand of trees in the northwest corner of the development and wants to ensure that they are preserved in accordance with the tree preservation plan. Also noted was that the streetscape along Wilson does not include trees. This is changing a unique streetscape design element that has been a City effort and implemented for over the past 20 years. This location will look different than other streetscape areas in the City without the trees. The pedestrian experience will also not be the same as there will not be a buffer between people and the street.

The Commission discussed the interior parking lot landscaping requirements and supported the Arborist's requirement that shade trees should be planted in the interior landscape islands. These trees are necessary to provide relief from the heat for people using the parking lot. Providing only ½ of the required shade trees will create an unpleasant and environmentally unfriendly site. Kulpan moved, Dorr seconded and the Tree Commission voted unanimously:

Motion: The Tree Commission recommends that the streetscape along Wilson Blvd include trees so that this location will be in keeping with the City's character and provide a positive and safe experience for pedestrians. Shade trees should be planted in the interior parking lot landscape islands especially in a large parking lot such as this. Shade trees will cool the parking lot and provide increased environmental benefits such as slowing storm water run off and removing pollutants from the air.



CITY OF FALLS CHURCH

INTEROFFICE MEMORANDUM

DATE: 13 March 2008

TO: Wendy Block Sanford, Principal Planner

FROM: Harry W. Reitze, Chief of Police

SUBJECT: Site Plan Review BJ's, 6607 Wilson Blvd.

The following shall serve as necessary public safety issues on the above application.

Installation of Radio Frequency (R/F) equipment to permit radio communications.

The structure or any part thereof must support adequate radio coverage for the Falls Church City Police Department Radio Communications System, the Arlington County Fire Department and Rescue Radio Communications System and the Fairfax County Fire Department and Rescue Radio Communications System including but not limited to police officers and firefighters. Adequate radio coverage shall include all of the following:

1. When the installed equipment is tested, the radio signals will transmit and receive in a clear and uninterrupted tone at a minimum of 90 % of the total area of each level of any enclosed area of the building including parking area, office or business area. This also includes any outside area within the property or open space areas enclosed within the property or curtilage area surrounding the property.
2. If any part of the installed system or systems contain an electrically powered component, the system shall be capable of operating on an independent battery and/or generator system for a period of at least twenty four (24) hours without external power input. The battery system shall automatically charge in the presence of an external power input.

3. The building owner or designee shall be responsible for and shall test all active components of the system, including but not limited to amplifiers, power supplies and backup batteries and generators a minimum of once every twelve (12) months. Amplifiers shall be tested to ensure that the gain is the same as it was upon initial installation and acceptance. Backup batteries and power supplies shall be tested under load of a period of one (1) hour to verify that they will properly operate during an actual power outage. If within the one (1) hour test period, in the opinion of the testing technician, the battery exhibits symptoms of failure, the test shall be extended for an additional one (1) hour period until the testing technician confirms the integrity of the battery. All other active components shall be checked to determine that they are operating within the manufacturer's specifications for the intended purpose.
4. All Radio Frequency and Communications equipment tests shall be conducted, documented and signed by a person in possession of a current FCC license, or a current technician certification issued by the Associated Public Safety Communications Officials International (APCO) or the Personal Communications Industry Association (PCIA). All test records shall be retained on the inspected premises by the building owner or designee and open to review during normal working hours to any sworn Law Enforcement or Fire Department personnel. A copy of each test record shall be delivered to the Falls Church City Police Department. Individuals conducting test shall be responsible for any coordination with the Falls Church City Police Department for any assistance needed in conducting the tests of the installed equipment.
5. The building owner or designee is responsible for maintenance, repair or replacement of all active components or any other components of the installed system.
6. The Falls Church City Police Department, the Arlington County Fire and Rescue Department and the Fairfax County Fire and Rescue Department after providing reasonable notice to the building owner or representative, shall have the right to enter onto the property to conduct field testing to be certain that the required level of radio coverage is present.
7. If the Falls Church City Police Department, the Arlington County Fire and Rescue Department and the Fairfax County Fire and Rescue Department determine that they cannot communicate with the use of their normal communications equipment the building owner or designee will be notified as soon as possible. The building owner or designee shall be responsible for initiating and or all corrective or repair measures within seventy two (72) hours.

8. Should the radio frequencies of the Falls Church City Police Department, the Arlington County Fire and Rescue Department and the Fairfax County Fire and Rescue Department communications systems change or be required to change due to circumstances beyond the control of either Department, the building owner will be responsible for adapting the existing equipment or replacing the existing equipment to meet the above listed requirements.
9. The building owner or designee will provide emergency contact information to the Falls Church City Police Department of at least one (1) individual that can be contacted twenty four (24) hours a day, seven (7) days a week for any communications emergency or any other emergency or public safety issue or incident that may occur on this property or may affect this property. This information will include the full name of the individual or individuals, their home address, their home telephone number, their telephone cell number and beeper number. It is the responsibility of the building owner or designee to update this information when ever there is any change, with the Falls Church City Police immediately or as soon as possible.
10. These conditions of agreement can only be waived in part or in whole with the written permission of both the Chief of Police (or designee) of the Falls Church City Police Department and the Arlington County Fire Marshall (or designee) assigned to the City of Falls Church.

Access to Building (S)

1. Law Enforcement, Fire Department and Rescue need access to all building (s) and parking areas twenty four (24) hours a day, seven (7) days a week. When the building is closed for business, the emergency contact information will be sufficient for attaining access, except for any public parking area.
2. Law Enforcement, Fire Department and Rescue need access to all roof areas that are level or flat to use as radio frequency staging areas or for any other public safety reasons. This access must be available twenty four (24) hours a day, seven (7) days a week.

Reserved Parking Spaces

1. At lease one parking space reserved and posted for use by police and fire as near to the main entrance as practical. I suggest the area immediately north and east of the main entrance, along the east side of the building.

brick cornice, visually that did reduce that Park Avenue street elevation which he thought was probably where there would be more push back from the height of the building, its appearance on Park Avenue.

Mr. Fritsch asked how high the cornice between the two bays were. Mr. Khanmalek indicated it was 45 feet.

Mr. Fritsch thought that to reduce the retail height for those ceilings was appropriate. Mr. Khanmalek agreed but had been told high ceiling heights in retail was encouraged.

Mr. Emmons said that was fine, but the AAB was providing advice and suggestions and it was up to Mr. Khanmalek, working with the City, to determine what was best.

Mr. Emmons submitted another possibility to consider was using concrete instead of steel which would reduce the floor to floor heights and still have the same space for occupancy. Concrete as a structural material in Washington D.C. was competitive with steel because there was so much of it built that way in the District itself. He suggested Mr. Khanmalek may want to price the cost of a concrete structure to lower the building a little bit.

He didn't see any other kind of efforts, like a false mansard roof across the top or other things that would radically alter what he's done, as being a good approach. He thought it would be a poor approach, so he suggested revising the two bays to make them feel more in scale with the residential; and with the possibility of reducing the overall height, by switching to concrete structure, by reducing the height of the ground level by a little bit, and by reducing the floor to ceiling height in the retail as options for reducing the overall height of the building. Mr. Emmons didn't see other kinds of actions being desirable in terms of reducing the apparent or actual height of the building.

Mr. Khanmalek asked Mr. Emmons if he was talking about the height of the ceilings in the office spaces.

Mr. Emmons explained it wasn't up to him to pass judgment on that. He thought the desire to have tall space for the office was good and he wouldn't give up on that. That was why he recommended considering concrete structure as a way to consider maintaining the same height, but that was a judgment Mr. Khanmalek would have to make as the proposal was developed.

Mr. Fritsch said the previous comment about looking at lowering the finished floor for that first level would also reduce that.

7. NEW BUSINESS:

AAB-2008-2518, by BJ's Wholesale Club for Conceptual Plan Discussion of 6607 Wilson Boulevard (known as "the Noland Property").

Ms. Karen Steen, from Walter Phillips and Mr. Rich Loeschke with Bignell Watkins and Hasser Architects were present to discuss the site.

672 Ms. Steen described the site location on Wilson Boulevard near Seven
673 Corners. There were two entrances into the site which they were
674 keeping and the signal intersections would remain. They were not
675 asking for any landscaping waivers. She described the site circulation
676 for fire trucks and loading access and indicated the parking lot was
677 surface parking. She drew attention to the location of bike racks and
678 benches.

679
680 Mr. Loeschke pointed out there were two custom public entrances to the
681 building. The second entrance was the tire center at the corner of the
682 building. Around the perimeter of the building were egress doors
683 required by the fire department.

684 On the side of the building facing Wilson Boulevard were two self-
685 contained trash compactors and on the opposite side were loading docks
686 along with an area for deliveries.. All the entrances on that side of
687 the building were accessible.

688
689 Mr. Loeschke said the main signage for the building over the entrance
690 was a 7 foot sign saying BJ's and a Wholesale box directly below. The
691 other side of the building near the public entrance would say BJ's Tire
692 Sales and Service.

693
694 The front elevation of the building was brick. He indicated the scale
695 of this building was pretty close to BJ's prototype entrance feature
696 and the entire building was raised up a bit from the adjacent
697 properties. The height of the walls had been raised about 3 feet from
698 the prototype.

699
700 The actual roof surface was down below the cornice and about 25 feet.
701 The top of the parapet all the way around the building was about 31
702 feet. The height of the main breezeway was 10 feet so there was a 10
703 foot accent band along the entire elevation. The three entrance doors
704 of the tire bay tire service were the same height. The doors were 10
705 feet wide and 22 feet wide.

706
707 The parapet was dropped down at the tire center. Breezeway projects
708 about 16 feet. The other feature was floor to surface treatment, brick
709 pilasters. Going around the building coming along the loading dock
710 side, all the doors are egress doors. The exception was back at the
711 loading dock.

712
713 Mr. Loeschke displayed the materials to be used along with the
714 different color choices.

715
716 Mr. Emmons asked what was intended to be used at night regarding the
717 building exterior and site lighting. Ms. Steen noted while not shown
718 on the drawings, they're placed throughout the parking lot and on the
719 perimeter. They were on poles in the parking area and their height was
720 30 feet. She provided the cut sheets to the board members to look at.

721
722 Mr. Loeschke related the only lighting on the building was the required
723 lighting on each exit right above the door. There were two wall packs
724 to light up the corner where the loading dock was and cut off fixtures
725 just like the parking lot lighting. The other lighting on the building
726 was on the breezeway. The signage was illuminated as well as the BJ
727 sign letters were illuminated.

728
729 Mr. Emmons' question about the site plan was if people were arriving on
730 foot, and there was a fair amount of foot traffic in that area, how
731 would they get to the front door as they entered the site. Ms. Steen
732 explained a walkway was provided along the main entrance where the
733 signalized intersection was; then they would travel along the edge of
734 the parking lane to get to the front of the site. There was a walk
735 that brings them into basically the beginning of the parking and from
736 then they'd be within the parking lot.

737
738 Mr. Fritsch asked for clarification on the front elevation and the
739 differences on the two drawings. Mr. Loeschke advised which drawing
740 was the correct one and brought it up to the dais for closer scrutiny.
741

742 Mr. Fritsch drew attention to a square that looked to be a medallion;
743 Mr. Loeschke said it was a different textured brick that would be
744 soldier coursing, a brick detailing of the same type of brick.
745

746 Upon further questioning by Mr. Fritsch, Mr. Loeschke pointed out
747 overflow roof scuffers, the slope of the roof sloping both ways, the
748 internal roof drains and the emergencies overflows, which were six in
749 total.
750

751 Mr. Fritsch had further inquiry regarding the roof scuffers. Mr.
752 Emmons noted for the minutes that the roof scuffer on the front of the
753 building that was in the white EFIS could be centered over the central
754 column.

755 Mr. Way inquired about signage anticipated at Wilson Boulevard.
756 Mr. Loeschke replied there would be a pylon sign at the intersection.
757 As it was still being designed there was not a height ascribed yet to
758 it, but Ms. Steen said they planned to meet the City's requirements and
759 not apply for any variances.
760

761 Mr. Earley ascertained on the loading dock area down below, the loading
762 was from the rear and asked what the two objects adjacent to that
763 loading dock were on the other side.
764

765 Mr. Loeschke replied they were trash compactors. The small one was the
766 cardboard container and the other was trash. They were roll offs,
767 completely self contained, serviced from the side of the building.
768

769 Mr. Emmons commented that usually the Board was concerned about
770 buildings being too tall and signs being too large, but given the
771 uniqueness of this site and its rather dramatic slope down from the
772 public entrance, in this case he was concerned it be clear and visible
773 and be present as contributing to the environment of the City. He
774 asked to hear about the height relationship at the sidewalk to the
775 building. If looking at the BJ's sign over the front breezeway, would
776 eye level out at Wilson Boulevard be about at the height of the BJ's?
777 He was not quite sure of the degree of the slope but knew it was rather
778 substantial.
779

780 Mr. Loeschke indicated Wilson Boulevard was 7 feet above the finished
781 floor of the building. It was roughly, 12-13 feet above the finished
782 floor where the sign itself was. The BJ's letterset was close to 20
783 feet above that, so you would still be looking up at the sign. The

boxed sign below that was still above eye level as was the tire center sign.

Mr. Earley inquired why the island in front of the tire center door was different than the other islands. Ms. Steen explained that was where the propane tank was located.

Mr. Emmons noted the front elevation in the center panel that was largely in the same plane as the front of the building, there were two piers on each side coming all the way up to basically the roof top and then the center one stopped short with a panel of white EFIS above it. The same was done at the tire bay, but because that was wider it had a different pattern in the EFIS than the column. It felt like the shorter one for the tire sales fit that part of the building but looking at the center column in the center area of the front elevation, he wondered why that wouldn't be brick all the way up.

Mr. Loeschke related it had been drawn that way. Two bay rhythms were hard to deal with and he wanted that feature to read as one feature rather than two side by side elements. He felt it looked better to drop that down. It had been drawn with all three brick pilasters all the way to the cornice but didn't like it as much as the one shown. Wider panels similar to what was on the tire center were contemplated but it seemed out of scale to what the feature was. It was felt that was a good transition from the five bay breezeway to the tire center.

Mr. Emmons asked if he had tried continuing the EFIS pattern with the diagonal square accent over the center column. If that was a continuous pattern rather than two patterns not unlike what was done over the tires area, Mr. Emmons thought he wouldn't feel like he was missing the column because it would feel more continuous.

Mr. Loeschke thought eliminating the two score lines and making that more of an even spacing was a good suggestion. They would still need a score line because of the nature of EFIS but they would center it on that brick.

Mr. Emmons said perhaps there would be another diamond square in the middle.

Mr. Emmons had further comment on the presence of the building at the street. He thought it would be nice to have some presence of the building expressed at the street edge and the possibility of a pylon sign and possibly picking up the brick piers that were expressed in the building front, and if they were placed in such a way that created an entrance way at the two entrances, there might be something done there that would give a little bit of an edge and a presence out at the street front as a small vertical element. It could incorporate the signage and it could also indicate how pedestrians were invited to walk into the site.

Mr. Emmons noted ideally there would be a pedestrian path all the way to the front door that wouldn't require you to walk through the parked cars. He understood that might not be easy to achieve with all the other demands on the site plan but the closer they could get to that, the better that would be.

840
841 Mr. Loeschke indicated there was a bit of hierarchy with those two
842 entrances. The sidewalk followed the main entrance where most of the
843 customers were coming; the other entrance was more of a service
844 entrance where most the trucks were going to come because that was the
845 easiest move for them, backing into the loading dock. If they were to
846 do that, he thought they would emphasize the pedestrian entrance where
847 the sidewalk was, which was where the pylon sign was.
848

849 Mr. Fritsch's comment had to do with the side elevation or the left
850 elevation related to the entry feature, specifically the gabled element.
851 It appeared as though it's a thin element. In front you get its
852 presentation but on the side it's only two feet wide. Visually it was
853 difficult because that part of the building pushed out. It felt like
854 it wanted to be deeper than it was suggesting. Whether that meant that
855 the whole thing returned or the cornices on the side return and that
856 top coping was wider, it seemed as though an element that tall would
857 require some diagonal bracing at the back that could be visible.
858 Ideally he'd prefer to see it continue to the roof all the way back.
859 As a pedestrian walking up to this, the thinness was a little
860 unsettling.
861

862 Mr. Emmons thought Mr. Fritsch had made a very good point and Mr.
863 Loeschke thought it was a valid comment. In looking at the right
864 elevation, he asked if it would be acceptable to take the lower part
865 and make it the width of the brick pier and the EFIS pier below it?
866 That's the corner that one would see it in the way Mr. Fritsch
867 described because that was the main entrance.
868

869 Mr. Fritsch thought tying it in to the pier below was helpful and would
870 be a big improvement. He asked for clarification if Mr. Loeschke was
871 talking about the base as well as the gabled sloped portion at the top.
872 Mr. Loeschke indicated he had been talking about the base.
873

874 Mr. Way submitted a pedestrian from the right side elevation would not
875 really be able to see that much any way, which Mr. Loeschke concurred
876 with because they couldn't get far enough away.
877 Mr. Way said the only place where one might see it was going from the
878 tire center to the breezeway, which was on the left elevation. Even
879 there, with the little cornice, it might not be that visible.
880

881 Mr. Fritsch thought at minimum if the lower EFIS portion with the
882 cornice was returned to the width of the pier below, that would address
883 that.
884

885 Mr. Fritsch wished to comment on the trash compactors. Realizing there
886 was a need for access to get to them, he wondered if there was any way
887 to screen those further.

888 He noted turning in off that second entrance off of Wilson Boulevard
889 and driving straight ahead you'll see in front of you the trash there.
890 He wondered if traffic could be rerouted around that or if it was even
891 possible to turn it to the other side.
892

893 Mr. Loeschke submitted what they really needed was the site to be 24
894 feet wider. They had pinched the landscaping of that side as much as
895 they could. He said possibly they could look at doing something right

896 off the corner of the tire center but didn't want to impact traffic
897 there either, but they would look at it.
898

899 Mr. Earley suggested perhaps a different traffic pattern coming in
900 making it curved so there would be an island blocking that street view
901 from the street. He noted however, it would make it an awkward traffic
902 pattern to come into.
903

904 Mr. Emmons' recollection of the site was there was residential behind
905 it and if that was the case, it might be desirable to have the
906 compactors facing the course of the street where they're currently
907 located. This meant there were screening issues on both sides.
908

909 Mr. Earley related there were large commercial facilities on the three
910 lots. Mr. Way added there was a pretty substantial buffer
911 through there.
912

913 Ms. Steen reported the site plan had been submitted today (February 4,
914 2009), and they hoped to go to the Planning Commission in early April.
915 They would need to come back before the AAB for formal official first
916 reading and suggested they could do that next month.
917

918 Mr. Emmons thanked the applicant for the clarity of their presentation
919 and hoped the AAB's comments were helpful to them. He commended them
920 for doing a very good job in negotiating a difficult site, making it
921 work for this type of facility.
922

923 8. APPROVAL OF MINUTES: January 7, 2009
924

925 The minutes of January 7, 2009, were approved as amended.
926

927 Upon voice vote, the motion passed unanimously.
928

929 9: ELECTION OF OFFICERS:
930

931 Mr. Emmons recommended Mr. Fritsch for the Chair of the Architectural
932 Advisory Board. Mr. Fritsch, while appreciating the recommendation,
933 declined. Mr. Way recommended Mr. Emmons remain as chair. Mr. Earley
934 seconded the recommendation and upon unanimous voice vote the motion
935 was approved.
936

937 Mr. Emmons noted the current Vice Chair was Mr. Jon Fritsch. Mr.
938 Earley recommended Mr. Fritsch continue as Vice Chair. There were no
939 other nominations and upon unanimous voice vote, the motion carried.
940

941 Mr. Earley informed the members he would not be present for the March
942 meeting. Mr. Emmons noted if anyone else could not attend, there
943 wouldn't be a quorum and they would need to verify whether people were
944 available for the March meeting.
945

946 10. ADJOURNMENT: The meeting adjourned at 9:50 p.m.
947

948 Respectfully Submitted,
949

Noted and Approved:
950
951

952 Ann Hieber
953 Recording Secretary
954
955 The City of Falls Church is committed to the letter and to the spirit
956 of the Americans with Disabilities Act. This document will be made
957 available in alternate format upon request. Call 703.248.5040 (TTY
958 711).
959
960
961
962
963
964